THE MOTORCYCLE ENTHUSIAST'S WEEKLY NEWSPAPER

VOLUME V NUMBER 40 October 31, 1968

CYCLE NEWS

FEATURING: *Husqvarna 360 Test* *Huntington Beach TT Opener* *12-Hours at Willow Springs* *Trojan Speedway Championship* *Ascot Flattrack and TT* *Legislative Notebook*

WEST 25¢

Bonsai sidehack team of Marvin Le Blanc and Fred Soteros take their Bultaco rig over a mid course jump during the High Sierra MC's moto-cross at Mammoth, California on October 5th and 6th. Complete story, photos and results next week. Photo by Bill Pettigrew.

NEWSPAPER

CYCLE NEWS
6477 North Long Beach Boulevard
Long Beach, California 90805

NATIONAL CALENDAR OF EVENTS

Readers are advised that listing in this calendar is a free Service. Cycle News disclaims any responsibility for cancellation or changing of events by promoters without notice.

AMA NATIONAL SCHEDULE

OCT. 12 – 8 MILE NATIONAL

J.C. Agajanian Enterprises, P.O. Box 98, Gardena, Calif.—Ascot—Entries from AMA or District Referee. Entries Close Sept. 21.

OCT. 13–145 MILE NATIONAL

CHAMPIONSHIP ENDURANCE RUN Midwest Enduro Team, 3110 Ringer Rd., St. Louis, Mo. 63125—Old Mines, Missouri – Entries from AMA or promoting club.

EVERY WEDNESDAY NIGHT

QUARTER-MILE FLATTRACK RACING at Orange Co. Speedway, ACA sanc. Santa Ana Fwy. to Laguna Cyn. offramp, left at 1st st., Valencia, 2 mi. to track. 125-250-Open classes, 40% purse, pits close 8 p.m. For info call (714) 528-4290.

SPORTSMAN TT RACES at Orange Co. Speedway, ACA sanc. Santa Ana Fwy. to Laguna Cyn. offramp, left at 1st st., Valencia, 2 mi. to track. All classes, runs in conjunction with flattrack, pits close 8 p.m. For info call (714) 528-4290.

EVERY THURSDAY NIGHT

SPORTSMAN TT RACES at Trojan Raceway, located corner Long Beach Fwy. & Firestone Blvd. Firestone to Garfield, so. on Garfield, west on Southern to track. Any affil. okay, 100cc & 250cc.

EVERY FRIDAY NIGHT

AMA PROFESSIONAL [illegible] TRACK HALF-MILE [illegible] Ascot Park, [illegible], Gardena, Calif., promoted by J.C. Agajanian. For info call (213) DA 3-5055.

SHORT TRACK THIS WEEK ONLY

SEE AD THIS ISSUE

EVERY SATURDAY NIGHT

CLASS A SPEEDWAY RACING at Whiteman Stadium, 12850 Pierce St. at San Fernando Rd., Pacoima, Cal. Races 8 p.m., $2.50 adults, $1.50 under 12, free under 6. Free parking. For info contact Criswell Enterprises, 12130 Sherman Way, No. Hollywood, Cal. (213) 983-1617.

SEE AD THIS ISSUE

TT RACING under the lights at Elsinore Race Track. Just off Hwy. 71, east of Perris, Calif. turnoff. Sportsman trophies for all classes.

TT SCRAMBLES RACING each and every Sat. night through the summer. Limited amount of riders is 150. Perris M.C. Recreation Center, Perris, Calif.

1st SAT. NIGHT OF EACH MONTH

AMA PROFESSIONAL TT STEEPLECHASE RACES at Ascot Park, 183rd & Vermont, Gardena, Cal., promoted by J.C. Agajanian. For info call (213) DA 3-5055.

SEE AD THIS ISSUE

SATURDAY, OCTOBER 12th

8-MILE AMA NATIONAL CHAMPIONSHIP promoted by J.C. Agajanian at Ascot Park, 183rd & Vermont, Gardena, Cal. Pit gates open 2-4 p.m., time trials 5:30-7:30 p.m., riders parade 8:15 p.m., first race 8:30 p.m. For info (213) DA 3-5055.

SEE AD THIS ISSUE

SUNDAY, OCTOBER 13th

MOTO-CROSS at Carlsbad, Cal. by CMC. Mail entry $5.00, post entry $10. Mail to P.O. Box 124, Reseda, Cal. 91335. Close Oct. 5. Info (213) 886-3116.

SEE AD THIS ISSUE

HARE & HOUND by Checkers M.C., Annual "Check Chase," 10 a.m. start, limed from Red Rock Cyn., Cal.

MINI-BIKE MEET (age 6 years and up) at Saddleback Park, Orange, Calif. Call (714) 639-5832 for info.

SEE AD THIS ISSUE

MOTO-CROSS (sportsman, AMA sanct.) by Kapital Katz M.C. of Austin, Texas. Contact J. Blanton or A. Tillman, Box 6306, Austin, Tex. or call (512) GL 3-4555.

ACA MOTO-CROSS, Saddleback Park, Cal. Nat'l pt. event. Signup 8-10 a.m. Entry $3.00, 100cc-Open, Jr. & Sr. (714) 528-4290.

SEE AD THIS ISSUE

HILLTOPPERS BACKWARDS TT SCRAMBLES at Perris, Cal. Small bikes 9 a.m., big bike at noon. Dist. 37 AMA point run.

SCRAMBLES by Slo-Pokes M.C. at Santa Maria Speedway, Santa Maria, Cal. Double Dist. 35 pts., Memorial Race to benefit family of Larry Fessenden. AMA sanc., noon start. Limed from Hwy. 101 Bakersfield exit (Hwy. 166 East). Info Box 2177, Orcutt, Cal. or (805) WE 7-5836.

2nd ANNUAL PACIFIC COAST CHAMPIONSHIP MOTO-CROSS & SCRAMBLES Expert entry limited to 25, unlimited Nov./Exp. Scrambles entry (5 classes). Scrambles 9 a.m., Moto-Cross 12 noon. For info contact Seafair City M.C., P.O. Box 963, Auburn, Wash. or call (206) TE 3-7313 or UL 2-8941.

SCRAMBLES by Sierra M.C., AMA sanc., 1 mi. east of Lincoln, Cal., corner Gold Hill & Hungry Hollow Rds. Signup, prac. 9-11 a.m., race noon. Info (916) 885-5491.

TT SCRAMBLES by Hi Boots M.C. at Dehesa track, near San Diego. AMA points. Call (714) 477-8024 or 449-0784.

WEDNESDAY, OCTOBER 16th

MOTORCYCLE MOVIES at Barnacle Bill's Tavern, 1846 E. Huntington Dr., Duarte, Cal., 8:30 p.m. start. Info (213) 357-3860.

SAT. & SUN., OCT. 19 & 20th

PIONEER 100 MOTORCYCLE & DUNE BUGGY RUN at Parker, Ariz. Five 26-mile loops, money, trophies. Mail entry $5, at race $10. Send to El Rio Yamaha, Rt. 1, Box 857, Parker, Ariz. (602) 669-2466.

ROAD TOUR by Red Tops M.C. in Panorama Hgts., Calif. For info, call (714) 429-3557.

SUNDAY, OCTOBER 20th

ACA 5th ANNUAL U.S. GRAND PRIX, Willow Springs Int'l Raceway, Rosamond, Cal. All classes GP & Prod. Pre-entries Prod. $10, GP $15, post $25, close Oct. 13. $1000 guar. or 40% of gate. Trophies for Prod. Info P.O. Box 247, Fullerton, Cal. (714) 528-4290. SEE AD THIS ISSUE

SCRAMBLES by 13 Rebels M.C. at Perris, Cal. Cheaters – honest starter, Bernie. 8 a.m. start, small bores 8-12, big bikes thereafter. For info (213) 771-2539.

SO-CAL 26th ANNUAL TURKEY HARE & HOUND, Dist. 37 Championship, AMA pt. run, 110 miles, 9 a.m. start–Trail bikes go distance. Limed from Redrock Cyn. 20 miles no. of Mojave, Cal Hwy 14.

MOTO-X by Hi-Jinx FMC limed from Central Ave. off Riverside (Calif.) Freeway (Canyon Crest area). 100cc max. Call (213) 835-2654.

SAT. & SUN., OCT. 26 & 27th

AMA INTERNATIONAL MOTO-CROSS near New Philadelphia. Ohio. This is the midwest's big one. Write or call Mid-States Int'l Moto-X Ass'n., Box 105, Amherst, Ohio 44001. (216) 282-6161.

SUNDAY, OCTOBER 27th

POKER RUN by Rebel Rousers M.C. Call (213) 444-9644 for info.

AFM NAT'L CHAMPIONSHIP GRAND PRIX ROAD RACE at Cotati Raceway, Cotati, Cal., so of Santa Rose on Hwy. 101. $500 purse for GP, trophies for Prod. For info contact 4810 Daisy St., Apt. B, Oakland, Cal. 94619. (415) 536-2950.

SIDEHACK ASSOC. SCRAMBLES at Huntington Beach, Cal. track. Small bikes 10 a.m., big bikes 1:30 p.m. Info (213) 353-8719, 354-4966.

MOTO-CROSS by Desert Challengers M.C. at Deadman's Point, Apple Valley, Calif. Call (213) 845-6448.

MUD SCRAMBLES by Shamrock 2-Wheelers of Salem, Oregon. Posted off Hwy 22, 19 mi. east of Salem. Call 363-0968 in Salem. (Also Nov. 10, Nov. 24, Dec. 15, Jan. 12 & Jan. 26, Feb. 9 & Feb. 23.)

MOTO-X – by San Bernardino Valley M.C. at Saddleback Park, AMA Dist. 37 pts, a $3.50 mail or post entry. Post closes 9 a.m. First moto 0-125 Jr. 9:30 a.m. Mail entry to 24769 5th St., San Bernardino, Calif., 92410, closes Oct. 21.

BIG FOOT ENDURO by Trinity Trailsters M.C. Start & finish 16 mi. east of Willow Creek on Hwy 299. Write Box 177, Willow Creek, Cal. 95573.

TT SCRAMBLES by Experts M.C. at So. Bay Speedway east of Chula Vista, Cal. Call (714) 479-3209.

SCRAMBLES by Oakland M.C. at Pt. Richmond, Calif. Call Al Dring for info (415) 534-0546.

SCRAMBLES by Sprockets M.C. at Sprockets Park, Bakersfield, Cal., sign-up closes 11:30 a.m., race at noon.

TRAILBLAZERS ENDURO at Green Valley Raceway, Smithfield, Texas. AMA rules, 1st rider out 8 a.m. Info Johnny Allen M.C. Sales, 3733 E. Belknap, Ft. Worth, Texas.

SAT. & SUN., NOV. 2 & 3rd

ENSENADA EL TOUR GRANDE, Road Run sponsored by Cycle News from Mexican Border at San Diego, Cal. to Ensenada, Mex. 5-card poker run, Sat. night Ensenada nightlife, parade through Ensenada, custom contest, native brass decorative trophies. Participant pins. Advance entries to Cycle News Tour, Box 498, Long Beach, Cal. $2.50. (Make motel reservations early. See ad this issue.)

SUNDAY, NOVEMBER 3rd

2nd ANNUAL "MONSTER RUN" HARE SCRAMBLES by world renowned Kern Co. Trailblazers M.C., limed from Buttonwillow, Cal., 11 a.m. start, 3 30-mi. loops, trailbikes 2 30 mi. loops. Spark arrestors. Info (805) 746-4058.

HIGH SIERRA ENDURO by Port Stockton M.C. at Railroad Flats, Cal., 60 mi. east of Lodi. First rider out 8:01 a.m., all classes, Dist. 36 AMA sanc., mail $3.00 entry to Mrs. Jim Thompson, 1987 Michigan Ave., Stockton, Cal. 95204.

27-MILE PONDEROSA HARE SCRAMBLES by Greyhounds M.C. at Ponderosa Ranch, Cal. 50% trophies. Call (213) 367-2907.

EUROPEAN SCRAMBLES by Sage Hoppers M.C. at Encinitas, Cal. 3rd annual "Brush Bash". $3.00 entry, no admittance. 9:00 a.m. prac. For info call Bob Gooding (714) 753-2907.

ROAD RACE sanc. by AFM at Orange Co. Raceway, Tustin, Cal. $500 purse. Call (213) 223-7967.

MOTO-CROSS at Carlsbad, Cal. by CMC. Mail entry $5.00, post entry $10. Mail to P.O. Box 124, Reseda, Cal. 91335. Close Oct. 28. Info (213) 886-3116.

JACKASS ENDURO by Foothill Hawks M.C. Start 7:01 a.m. Start – Noon Check & finish same place.

SEE AD THIS ISSUE

OFFICIAL ENTRY BLANK

NAME _____

ADDRESS _____

CITY _____

STATE _____ ZIP _____

(due to postal regulations we must have zip codes on all subscriptions)

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CALENDAR

NOVEMBER 4th THROUGH 7th
MEXICAN 1000 ENSENADA TO LA PAZ RUN entries now being accepted. Contact NORRA, Inc., 19720 Ventura Bl., Woodland Hill, Cal. (213) 883-4140.

SAT. & SUN., NOV. 9 & 10, 1968
10th ANNUAL GRAND PRIX at Hopetown by Dirtdiggers M.C. Dist. 37 pts. Mail entry only, $8. Use official entry blanks. For info call (213) 964-5076. Entries close Oct. 19. **SEE AD THIS ISSUE**

SUNDAY, NOVEMBER 10th
22nd ANNUAL COWBELL DERBY Enduro by Hayward M.C. Starts at Upper Lake, Calif. Call Robert Queen, (415) 538-3412. Mail entries to Cowbell, 21077 San Miguel Ave., Castro Valley, Calif. 94546.

SATURDAY, NOVEMBER 16th
INDOOR SHORT TRACK (prof.) at San Jose Fairgrounds. Starts 8:30 p.m. $600 purse. (Also Nov. 23 & 30 and Dec. 7).

SAT. & SUN., NOV. 23 & 24th
CATTLE CALL RUN by Mary's Men M.C., AMA sanc., SDRRA pt. run. Start finish at Cattle Call Arena, Brawley, Cal. 8 a.m. For info, Mary's Men M.C., 4588 50th, San Diego, Cal. 92115.

SUNDAY, NOVEMBER 24th
13th ANNUAL TURKEY MUD SCRAMBLES by Oregon Sidewinders M.C., 100-175-250-Open classes, at Sidewinders track on SE Lawnfield Rd., Clackamas, Ore. near Portland. Info write Rt. 3, Box 290-C, Oregon City, Ore. 97045.

MOTO-CROSS by Hi Boots M.C. at Dehesa Track near San Diego. AMA points. Call (714) 477-8024 or 449-0784.

TOYS FOR TOTS POKER RUN– Admission, one troy. Starts 8 a.m. at Eagles Lodge, 4684 S. Saviers Rd., Oxnard, Cal. U.S. Marine Corps charity. Spons. by Oxnard M.C.

PACIFIC INTERNATIONAL GRAND PRIX ROAD RACE by FIM/AFM at Orange Co. Int'l. Raceway. For entry info write P.O. Box 213 No. Hollywood, Cal. 91603 or call (213) 762-9875. Entries close Nov. 11.
SEE AD THIS ISSUE

SCRAMBLES by Sprockets M.C. at Sprockets Park, Bakersfield, Cal., sign-up closes 11:30 a.m., race at noon.

SATURDAY, NOVEMBER 30th
2nd ANNUAL BARSTOW TO LAS VEGAS PACIFIC SOUTHWEST CHAMPIONSHIP HARE & HOUND by San Gabriel Valley M.C. Dist. 37 pts., 185 mi. desert terrain. Limed from Minneola Rd. offramp approx. 12 mi. no. of Barstow, Cal. on Vegas Fwy. For info contact SGVMC, P.O. Box 813, El Monte, Cal. 91734.

SUNDAY, DECEMBER 1st
INTERNATIONAL MOTO-X Carlsbad Raceway, Carlsbad, Calif., also AFM National classes.
SEE AD THIS ISSUE

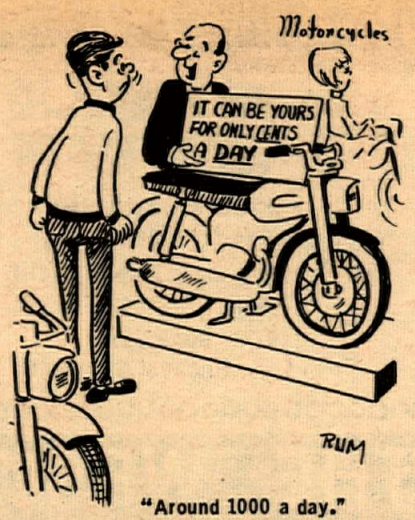
SUNDAY, DECEMBER 8th, 1968
TT SCRAMBLES by Hi Boots M.C. at Dehesa track near San Diego. AMA points. Call (714) 477-8024 or 449-0784.

SOUTHERN NEVADA TT CHAMPIONSHIP by Vegas Valley M.C., Las Vegas, Nev. For info contact Tom's Cycle Center, 1030 S. Main, Las Vegas, Nev. (702) 382-6600.

FRI., DEC. 13 & 27, FEB. 7 & 14th
INDOOR SHORT TRACK RACES at Cow Palace, San Francisco, Cal. AMA sanc., 10-mi. concrete track, promoted by Bob Barkhimer Assoc., John Soares Track & Promotion Mgr. For info write #14 Camp Evers Lane, Santa Cruz, Cal. 95060.

NEW COSMO RING GOGGLES

These unique new goggles for men or women completely encircle the wearer's field of vision while offering maximum high-speed wind protection. The frame is goldplated and lens supplied in clear, smoke or amber. Available through your nearest motorcycle dealer, for $2.95 list, they are nationally distributed by Cosmopolitan Motors, Inc., 5521 Wayne Ave., Philadelphia, Pa. 19144.

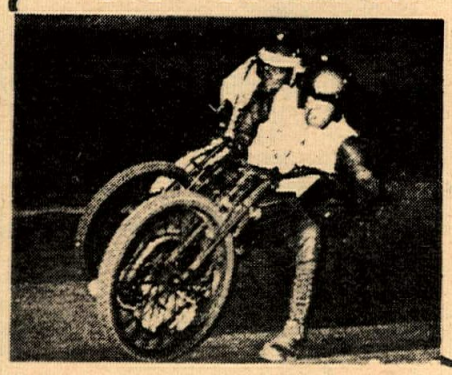


"Around 1000 a day."

CAUTION ADULTS AT PLAY

P.I.G.P. NOV. 24th.

PROFESSIONAL SPEEDWAY SHORT TRACK
U.S. SPEEDWAY CHAMPIONSHIP



FRIDAY NIGHT
OCT. 11th
8:30 p.m. 40% PURSE
TOP 12 RIDERS SHARE
WHITEMAN STADIUM
12130 Pierce St., Pacoima
Take Terra Bella exit east
off Golden State Freeway

The Foothill Hawks MC. PRESENTS...

JACKASS ENDURO

SUNDAY, NOV. 3rd FIRST RIDER LEAVES AT **7:01a.m.**
START – NOON CHECK & FINISH AT SAME PLACE
LIMED FROM RED MOUNTAIN

Ride the trails of the legendary, "single blanket Jackass prospectors". This adventurous run through the historic and beautiful vastness of the RAND MTS & SUMMIT DIGGINS has become an unforgettable classic to those who have ridden past events.

★ Trailbikes go full distance
★ Drawing for starting position Oct. 24th at 503 Whittier Blvd., Montebello
★ License & Muffler Optional ★ Approx. 100 mi. ★ All Classes
★ Point Run ★ Club Teams ($1.00 extra per rider)

* Entry Fee $4.00 Mail & $5.00 Post
Mail Entries Close Postmarked before Midnight Oct. 22, to Wayne Powell, 4662 Windsong Ave., La Palma, Calif. 90620

Bring your own Gas & Water – Food & Beverages will be available.

Camping ok
Prize money
MOTO-CROSS
Carlsbad Raceway
Presented by C.M.C.
OCTOBER 13th
For Experts
Trophies for Juniors Mail entry $5.00 Post entry $10.00
Entries Close Oct. 5th
Get Ready for the International Moto-Cross on Dec. 1st
Race will be on the Same Course
All Lic. Accepted
Make entries payable to C.M.C., Box 124, Reseda, Calif. 91325

ACA MOTO-CROSS SADDLEBACK PARK OCT. 13th

5th Annual U.S. GP Road Race OCT. 20 Willow Springs

DIRTDIGGERS 10th ANNUAL GRAND PRIX
NOV. 9th & 10th at HOPETOWN
District 37 Points (Scrambles & Desert)
$8.00 *(mail entries ONLY)
The Official Dirtdiggers Entry Blank ONLY will be Accepted
Entries OPEN Sept. 15th – Close Oct. 19th
0-250cc (All) DDMC 8921 11th Ave. Inglewood, Calif.
NOTE: This is the last week to enter.
POST ENTRY $100.
251-Open (All) & Sidehacks DDMC 19308 Aguiro St. Rowland Heights, Calif.

INTER - AMERICAN MOTO-CROSS SERIES IN THE WEST
NOV. 10th and 11th – DALLAS, TEXAS
NOV. 17th and 18th – WESTLAKE VILLAGE, LOS ANGELES
NOV. 24th – DE LAVEGA PARK, SANTA CRUZ
DEC. 1st – CARLSBAD RACEWAY, CARLSBAD
DEC. 8th – SADDLEBACK PARK, IRVINE
DEC. 15th – GUADALAJARA, MEXICO
INFORMATION and ENTRIES
INTERNATIONAL MOTO-CROSS 4790 Palm Ave., La Mesa, Calif. 92103–Tel. (714) 460-4289

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Published weekly except the first and last week of the calendar year by C&S Publishing Co., Post Office Box 498, Long Beach, California.

Second Class postage paid at Long Beach, Calif.

Editorial stories, cartoons, photos, etc. are welcomed and will be paid for upon publication (except press releases and "Voice" letters.) Addressed, stamped envelope assures return.

Single copy price. . . . . 25¢
Subscription: One year 2nd class Mail. $7.50

Advertising rates and circulation information will be sent upon request.

VOICES OF THE WEST

LIKES IT LIKE IT IS

I would like to compliment Cycle News for the excellent coverage that is given all types of competition events, both local and National.

Also, your calendar is the only way most of us know where and when future desert events are being held.

LEE ADAMS
Long Beach, Cal.

SOME GOOD, SOME BAD

I would like to thank the guy in the green and white Jeep for the water and gas that got me back to the pits at the Shamrocks race Sept. 8.

Also I would like to say we saw an example of bad sportsmanship, a bike changing riders at the pits. It's guys like this who ruin the sport for everyone else.

LANNY LEHIGH
#213
Saugus, Cal.

COMMENTS ON COOLEY

Whats with Wes Cooley? Big Deal! He starts his column again and the first thing he does is knock one of the top sporting clubs in our area, namely the Dirt Diggers M.C.

As a motorcycle enthusiast and spectator at many pro and sporting events during the past 10 years it is my humble opinion that this club puts on some of the most exciting motorcycle races I have ever seen. Mr. Cooley could learn a lot from this sporting club.

I may be mistaken but I believe the Dirt Diggers Grand Prix on Nov. is going to be A.M.A. sanctioned. If this is true then Mr. Cooley has no say in the matter whatsoever. Maybe Mr. Cooley feels that "The Big One" may hurt some of his FIM-ACA sanctioned events soon to be held in Southern Calif.

See you at "The Big One."

FRED VAN LIZZEN
Yucaipa, Calif.

DIGGERS DIG COOLEY

Please be advised we were delighted to see the re-appearance of the controversial Cooley. In particular we like the first paragraph of the publisher's preface. After reading of our various subterfuges and "dupes", we decided not to let sleeping dogs lie, but to reply.

Our advertising does not state or imply that any specific riders will compete, however international means among or between foreign countries, and international racing will take place at our race No. 9 & 10.

We wish to clarify that Mr. Dye (Husqvarna Distributor) and the group he represents will not compete at Hopetown. They demanded $10,000 or 10% of the gate (a fraction of which the Dirt Diggers themselves have not seen in ten years of presenting this classic). If we went to another location, we could have them for $3,000. We are a non-profit club, not the Ringling Bros. Circus.

Now, as to sanction by the F.I.M. we did apply to your business concern, the M.I.C.U.S. (ACA) in November of 1967. We are still awaiting your reply. (Copy of correspondence on request.) But at this late date, thanks anyway, we assume from this, that private promoters receive far prompter response to their applications than do sporting clubs.

If you need any assistance with F.I.M. rules, feel free to contact us. Last year official ignorance of them almost created havoc. Fortunately international competition is now here to stay and we are proud to have begun it.

Good luck with your column – and the future accuracy of your controversies.

Lovingly, The Doubtfully Undubiously Duped

DIRT DIGGERS
Don Kemp
Public Relations

WANTS MORE PRO COVERAGE

I have never written to a publication to complain before. And to set the record straight, yours is the finest in the field, could be better.

It seems you are doing a terrible injustice to Professional AMA competition by the flimsy amount of pictures and type that go in reporting these events. I know you have many organizations to do service to, but the great competition riders and races are AMA Professional.

I just finished reading the coverage of the Sacramento 25-Mile National. Fortunately I was in the pits and didn't have to rely on the skimpy pictorial and type coverage. In the Aug. 31, 1967 issues of Cycle News you devoted the centerspread (two full pages) to pictures and essay covering the Ascot Park half-mile. Six Experts in pictures, five Amateur pictures, and four Novices! Terrific. And yet for the greatest and LAST mile flattrack at Sacramento, less than 1-1/4 page, plus cover. Six Expert pictures, one crash, one Amateur after they finished. No Amateur results. Ridiculous!

If we have to put up with only the top few riders being mentioned, at least throw in some more pictures. It was a spectacle, to say the least, as Mark Brelsford swept sideways into the first turn, and the fact that the Amateurs looked like a repeat 1-2-3 of the other miles this year until Bill Cody's motor soured. And, for instance, Yvon Du Hamel's Yamaha had at least as many ponies as Rayborn's Harley until the late laps.

But please, in the future, can we at least see MORE pictures of AMA Class C events. After all, the reason we buy this paper is to SEE what is happening since we all can't travel, and you are depriving us of that now.

Very truly yours anyway,

CRAIG V. RANDALL
AMA Novice #111z
Concord, California

TALK ABOUT CLASS

Regarding people who ride classes they don't belong in and people who ride 360's in the 350 class I go along with Maureen Lee's statement, "Ain't you got no pride?"

I do think the sport needs a new class breakdown regarding the Expert or Senior class as the case may be. With the growth of moto-cross and also in desert and scrambles racing we are seeing lots of team-this-and-that, factory sponsored bikes with paid riders, and many people who are sponsored or partially sponsored.

I don't think this is fair to guys who ride their own bikes and happen to be Experts. I'd like to see a new class (professional) and put all the sponsored, paid and so forth people in it and then watch 'em go. We could then have an Expert sportsman race that would be fair to the sportsman.

DOUG TEETER
Redondo Beach, Cal.

"LOOK, MOMMIE," CRUNCH!

I have a serious complaint that should be looked into before the next race at the Huntington Beach Race Track.

Attending the race given by the 4 Aces M/C, I was compelled to become a flagman to protect my children from the riders on the spectators' side of the track because one of my small boys was almost struck by one of these racers.

I think this problem could be solved by including the warning about endangering spectators at the riders' meeting. Plus posting flagmen at each entrance to the spectator area.

I would have liked to watch and enjoy the race but my childrens safety comes first.

MRS. LARRY VERDOORN
Fullerton, Calif.

AN OPEN LETTER TO THE RRC MEMBER CLUBS:

Dear Clubs:

In the past few years I have sat in on many RRC (Road Riders Committee) meetings and have seen many odd and ridiculous things done by its members, but the past few months have been mad as I see it.

The Executive Board has done nothing but make one recommendation after another, for changes of all kinds. However, these changes have to be made with the approval of the body.

It appears then, there is need of changes in both places.

1st. Clubs should send delegates who will do the best for their club, and not be afraid to speak out and be heard, instead of going along with the crowd.

2nd. When electing E. Board members – vote for people with cycling in mind, and most of all, people who have the interest of all clubs at heart, not just a chosen few.

Our elections have proven to be a popularity contest, and an "I'll nominate you, then you nominate me," type of thing. Also some hardly ride a cycle; how can they know best for the rider?

A prime example of changes needed are as follow:

Following the RRC Dance it was noted we lost money, due to the past executive board's blunders. The treasury found itself in a bad way, so in order to put on the Pine Cone Tour the E. Board suggested, and it was adopted by the body, to assess all clubs $20.00 to put on Pine Cone.

Since some clubs refused to pay this $20.00, it was again suggested all clubs not paying would be kicked out. Which ends up with the loss of about 9 or 10 club or $108.00 to $120.00 per year dues less.

"If we are that short of funds, then why are we so bent on getting rid of this much money ($120.00)? Asked this committee member.

Also a motion was made, if any club doesn't attend 50% of the meetings they too will be dropped.

Again I say at this rate the RRC yearly dues will go from the $12.00 we now pay to $24.00 or possibly $36.00. So why do we constantly throw our money away?

At present, two or three people make all the motions and they are either E. Board members or their buddies.

Clubs, I believe it's time for a change as we have lost member clubs to other organizations. Couldn't we use their money?

A change is necessary if the RRC is to exist in a profitable manner.

Most of all, we who love to ride, know we need an RRC for the tours, but let's make it benefit all involved.

I ask this letter to be published in Cycle News and hope it will do some good.

I will welcome all correspondence, pro and con, and hope we will be able to do something.

Also, Out Riders, we would welcome suggestions on how to make the tours better.

Thank you kindly,

DARRELL A. STEEN
Gardena, Calif.

LOST AND FOUND

I would like to thank all of the helpful people out at the Antelope Ramblers' Run, Sunday, September 15th, in their efforts to find my missing bike. I had become lost Saturday evening while out riding when my bike broke down. I left it and found my way back to the pits. The next day everyone was asking or looking for my bike in an effort to help me find it.

I have now found my bike. Thanks again for all of the wonderful help. I appreciated it.

CHERIE WYLIE
Redondo Beach, Calif.

I'M AGAINST IT

I am against trailbikes going the total distance of Hare Scrambles and Hare & Hounds.

Physically I can take it, but I have to pay for my parts. And going the whole distance is just too much for small machinery.

JAMES DOMAY
Trailbike #847
Los Angeles, Cal.

P.S. Maybe an occasional 100-miler would be all right, let's say like championships.

IT'S OKAY ONCE IN A WHILE

I am for hundred mile races once in a while, possibly for state championships, but NOT EVERY WEEKEND. It takes too much of a toll on 100cc machines.

As far as a person's body being able to go that far on a 100cc bike, there were three or four girls who finished the Shamrocks 100-miler, and four or five who finished the 100's M.C. 100-miler.

It really is a challenge ONCE IN A WHILE, if it's not too hot and you're lucky enough to have nothing go wrong with your machine.

PATTY DOMAY
Trailbike #846
Los Angeles, Cal.

Legislative Notebook

By Barbara Adams Dahms

Recently a UPI report, announcing the signing of AB 289 by the Governor, implied that windshields would be required on motorcycles after January 1, 1969. This is NOT the case. The new law requires: IF a motorcycle manufactured after Jan. 1, 1969 has a windshield, it must be of safety glazing material. It is a matter of personal choice whether there is a windshield, but if there is one it must be of safety glazing material and have no red or amber sections. It will also be illegal to sell or offer for use, or as part of the equipment of a motorcycle, any motorcycle windshield unless it is of safety glazing material.

Previously safety glazing material (safety glass) was required of vehicles other than motorcycles, and it was also required on motorcycles (if there was a windshield) unless clear plastic was used. The new requirement recognizes that some clear plastic may be as hazardous as non-safety glass and includes all glazing which may be used in motorcycle windshields in the standard. The existing code specified United States of America Standards Institute Safety Code Z26.1-1950. This has not been altered in AB 289. (Vehicle code sections 26701 to 26705).

No Handgrip Requirement Now

Further features of AB 289 are: the passenger seat and peg requirements remain, except that now the passenger is required to keep feet on the pegs while the machine is in motion. The handgrip requirement for passengers has been REMOVED. Finally even the legislature has discovered that there are better things to hang on to than handgrips.

There is a minor change in wording on handlebar heights. The old law (section 27801 b) read: "No person shall operate on the highway any motorcycle equipped with handlebars that are more than 15 inches in height above the uppermost portion of the seat when depressed by the weight of the operator." The new law, same section, reads: "No person shall drive any two-wheel motorcycle equipped with handlebars (that's what it now says,

two-wheel motorcycle) that are more than 15 inches in height above that portion of the seat occupied by the rider when occupied and depressed by his weight." Could make it somewhat difficult to measure, too.

No Helmets Or Goggles Required In Calif.

AB 289 which started out as the "helmet bill" contained, when finally signed by the Governor, August 29, 1968, no reference to helmets or eye protection. A separate bill requiring special footwear, failed to pass. Therefore there are no apparel requirements for California cyclists for at least one more year. And it is fairly likely that the issue will not be raised in the next session. Two years in a row, California cyclists have defeated attempts to force certain apparel on them.

There are motorcycle licensing provisions in AB 289. These will be discussed in a future column.

LAW AND ORDER! (Part I)

It's not a new battle cry. It crops up every time there is impending social change. It is the hand to stop the clock, the last refuge of a dying pattern, the simple answer to unsimple problems.

In this year of unusually numerous unsimple problems, three presidential candidates and their assorted colleagues are shouting it like a loop of tape. But, no one is defining it. No one is giving content to the idea.

Law and order! Whose law and whose order? The preservation of the status quo (if so, which status quo?)...the organization of a new system (if so, what system?) ... an enforced compromise (whose compromise?) ... words without meaning...words to hide behind...another election platitude. Threat or promise, who knows which?

From the Declaration of Independence: "That to secure these rights (life, liberty and the pursuit of happiness) Governments are instituted among Men, deriving their just powers from the consent of the governed."

"That whenever any Form of Government becomes destructive of these ends, it is the Right of the People to alter or abolish it, and to institute new Government, laying its foundation on such principles and organizing its powers in such form, as to them (the people) shall seem most likely to effect their Safety and Happiness. Prudence, indeed, will dictate the Governments long established should not be changed for light and transient causes; and accordingly all experience hath shown, that mankind are more disposed to suffer, while eveils are sufferable, than to right themselves by abolishing the forms to which they are accustomed. But when a long train of abuses and unsurpations, pursuing invariably the same object evinces a design to reduce them under absolute Despotism, it is their right, it is their duty, to throw off such Government, and to provide new Guards for their future Security—"

Deriving its just powers from the consent of the governed. To be a proper government according to this document, the document which announced the creation of the United States of America, the government must be responsive to the people. To be responsive it must be aware and flexible. The needs of the people change from one to another, from day to day. No static or disconnected government can hope to fulfill even a satisfactory compromise.

Our social order has been changing throughout this century with a rapidity unknown for hundreds of years, if ever before. In the last ten years even the acceleration has accelerated. All over the world the human spirit is bursting forth, seeking new answers, new ways, new reality. Hushed too long by wars and apathy, this pent-up energy is compelling, and to many, frightening. But, frightening or not, this great surge must be met by governments that can accommodate to it. Flexibility and awareness are no longer important, they are now essential.

By contrast, we have the Democratic National Convention in Chicago when 1968 ran headlong into 1938.

It is notable that the Declaration of Independence places upon the people the burden of deciding when a government is functioning acceptably. It wasn't the establishment in 1776 that decided the government was no longer sufferable. The establishment wasn't sufficiently connected with the people to hear their complaints. As a matter of fact the establishment sent armed troops in to quell the disturbance. Had it not been for a tactical problem of distance they might very well have quelled it.

COOLEY'S COLUMN

By Wes Cooley

The views expressed in this column are those of the columnist and his sources, and are not necessarily the opinions of this newspaper or even the truth.

Equal space will be provided to those who wish to take issue with any or all of the statements in Cooley's Column.
—The Publishers.

In looking over last week's Cycle News, I realized that the AMA Competition Congress has a meeting coming up this month which reminds me of some of the other Competition Committee meetings of years gone by; only I look forward to this year's meeting with a more keen interest than in the past. Many of the old die-hard and tough-line AMA Competition Committee members have since left and a newer brighter group has come in with what we hope will be a real future for American motorcycling. I know many of the Competition Committee members personally and know how they feel about a great many things. I hope many of the items on the agenda are passed favorably for the betterment of the sport. Naturally, not all things will be changed, nor can anything be changed completely at a single meeting, but progress toward liberalization of the old-line AMA has been going on for some years.

Times Are Changing

Many people in this country have all done their little part to cause this evolution to occur. Many leading publications have pointed out the unfairness of some of the rules and regulations; riders have stood up and voiced their opinions concerning motorcycling and the control by the AMA. However, there is one thing we must all remember, whether we like or dislike the AMA – they brought motorcycling a long, long way, and many of the delegates in the past truly felt what they were doing was right for American motorcycling, and who knows, at the time, it might have been. But people and things change, as well as the times. In the United States motorcycling must change to keep up with the world motorcycling groups. With the onset of the Europeans coming to the United States in the last few years for moto-cross racing, a new look has come to the sport. Members of the press and other news media have become very interested in true motorcycling, whereas in the past their opinion of motorcyclists was limited to the Hells Angel type.

The New Image

Of course, let's not forget the great contribution made by the motorcycling industry in changing the image of motorcycling. More people in the United States own motorcycles today, percentagewise, than ever before. It is no longer looked upon as a sport for the mentally retarded or the unclean, but as a wholesome exercise that lets one get out in the fresh air to combine his physical skills with that of the machine.

Let's hope that this Congress will pass on a few of the proposed regulations that will favor the advancement of motorcycling and increase interest in the competition are of the sport as well.

International Racing in U.S.A.

The 500cc World Moto-Cross Championship has just been won for the third consecutive year by a 360cc CZ. (Ridden by Paul Friederichs.)

This year we will again have the opportunity to see European riders show their championship calibre performance in eight locations across our country. If you saw them last year, you cannot wait until you see them again. If you missed them, don't let it happen again. There is nothing like it!

Date	Location	Entry Deadline
Oct. 20	Pepperell, Mass.	Oct. 10
Oct. 27	MID-Ohio	Oct. 17
Nov. 3	Wichita, Kansas	Oct. 24
Nov. 10-11	Dallas, Texas	Oct. 31
Nov. 16-17	Los Angeles, Calif.	Nov. 6
Nov. 24	Santa Cruz, Calif.	Nov. 14
Dec. 1	San Diego, Calif.	Nov. 22
Dec. 8	Saddleback Park, Cal.	Nov. 28

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State _____ *I will ride a* _____ *motorcycle a total distance of* ___ *miles to starting place at Tijuana,*

I hereby agree to abide by the rules of the tour and to obey the laws of Mexico while I am in her boundaries. And I further agree to hold blameless the sponsors, owners, promoters, lessees and tenants of the premises for any loss or injury to myself or my property in which I may become involved by reason of my voluntary participation in this contest. I enclose $2.50 for one pre-entry card. Please send complete information by return mail.

HAVE YOU READ THIS ENTRY BLANK? (please answer YES or NO) _____

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Roberts Dusts Desert Foes

Story and Photos by Dick Wright

ADELANDO, Cal., Sept. 29 – Three hundred and seventy riders came out to pit their machines, skill and endurance against the desert dust, rocks, and heat. The question in everyone's mind was whether #2 J.N. Roberts the desert ace on a Husky, would prove to be top man on this rough, choppy course, or again be denied the win because of bad luck (such as losing out last week with two flat tires, and missing the last check the week before).

When the dust had finally settled, Roberts was sitting in the winners' circle, completing the 75-mile race in the fast time of 1 hr., 20 minutes, proving to all that he is still the man to beat in the desert.

The smoke bomb was three miles out on a rock hill, and the first man to reach it after the banner dropped at 10:15 a.m. was, appropriately enough, Smokebomb Gaetz, #39, with his big, worn-out 1966 Triumph turned all the way on, just hitting the high spots. Sixty yards back was Roberts, followed closely by Larry Pfutzenreuter #807x, an Amateur on a Bultaco, and Jack Byers, #3 on the Rickman. Crazy Bill Friant, #34x, was right up there looking good on his Ossa, until he froze it.

Husky mounted George Walker had one of his best rides as he came in for a second overall on his new Swedish mount.

After the smoke bomb there was a short rock hill, then downhill into some big rocks, and through a rocky sandwash, where Roberts overtook Gaetz and led the rest of the loop into the pits. Gaetz was second into the pits, followed by #069 Tim Smith (Montesa) and #P5 George Walker on a 360 Husky tuned by Power Research.

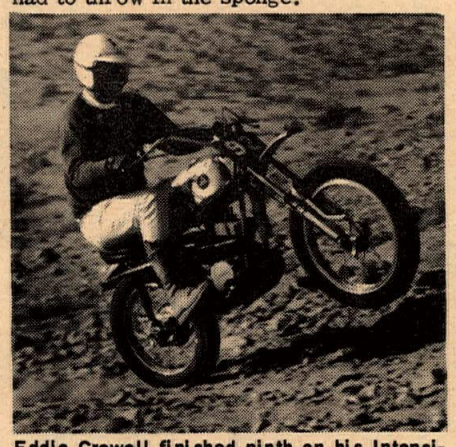
Bultaco rider Dave Lewis was flying at the smoke bomb, but flattened his front tire on a rock later on in the race.

Walker moved up to catch Tim Smith on the second loop, so after two loops it was Roberts, Gaetz, and Walker. On the final go-around, Walker caught Gaetz cooling it a little bit, thinking his second spot was secure, and at the finish it was Roberts for the win, Walker second (having moved up from 7th at the smoke bomb), John Gaetz third, also taking first Open Expert.

Steve Kirk, #27 Montesa, was 4th, Smith was 5th, and #25 Jerry Perkins (Triumph) took 6th. Pfutzenreuter was 7th overall and first 250cc in, a job well done for the Amateur. In eighth was Glen Thomas #15x, Husky-mounted. Triumph-mounted Stan Gorgura, #179, pulled in 13th to take first Open Amateur.

Trail Bikes

The 100cc class took off after waiting 10 minutes for the dust from the big bores to clear. At the smoke bomb, the leader was Wes Anderson Jr., #4 on the S.S. Hodaka, followed by Frank Morgan, who had taken a trail to the left to make it up the rocky hill. At the top of the hill, Morgan had gotten the wheel on Anderson, pulling over into the main groove and turning it on to take the lead. He ran into mechanical trouble, however, and had to throw in the sponge.



Eddie Crowell finished ninth on his Intensified Hodaka.

Anderson regained the lead position and had built up a sizable margin by the time he reached the pits, lapping the course in 33 minutes (only three minutes slower than Roberts' time). Bob Belt, #171, came through second, followed by Amateur Wayne Garrett, #129, who was having trouble staying ahead of 17-year-old Wayne Ragland, #515, another young Amateur.

The course by now was pretty choppy, but Anderson held it on through the second and final loop to come in for the win; Belt was second and Ragland was third, taking first Amateur. All three were riding Steen Special Hodakas.

Terry Clark, #395, was 4th, flanked by Sachs-mounted #45 Bob McLaughlin and Geoff Crowther, #244M, who took First Novice after moving up from 8th at the bomb.

(Results on page 16)

Safety First

The following interview was recorded at Camel Back Sack Clap-Trap Park on a Sony "Groove" battery-operated tape recorder (6c.c. displacement) at 7½ feet per second, with Lip van Skewen, famous road racer. Peter Dworking, reporting.

PD: Ah, Mr. Van Skewen, could we speak to you for a moment?

LvS: Sure. Call me Lip.

PD: OK Lip, what was the trouble out there today?

LvS: Well, first I wanna say that I wanna thank Mr. Joehurst, and all the other fellas out there at CBSC-T park for having prepared such a fine track for us today, they're all just a swell bunch of guys, and real, warm-hearted Americans. Hey, Mary-Lou. Now, what?

PD: Ah, trouble, Lip. You seemed to be having a little...

LvS: Oh, yeah. Well, lemme say this about that. The guys over there at Bultortilla are a grand bunch of fellas; they got a lot of real heads-up talent over there, and I couldn't have asked for a finer tuner, so...Hi, Joanne...just look at those legs ...Oh, yeah. We did have a little trouble out there today.

PD: Malfunction?

LvS: Well, no more like superfunction. First my "chains"...

PD: "Chains"?

LvS: Yeah, well they used to be leathers, but California's new safety laws require chain-mail. That's 97 pounds of woven lead alloy. Then my Tightmore waist-strap, my mag shoes, full coverage helmet...actually it's a converted diving bell...and the air circulating unit for the breathing apparatus. Then the chain-hoist got caught between my steel elbow and my arm armor.

PD: Chain hoist?

LvS: Yeah, so I can get up on the bike. Well anyway the hoist bent my elbow plate, which bound up. Makes it difficult to steer when your elbow can't bend. Say, Suzie, what's happening? Also I have a bit of a weight problem.

PD: You? You look in good shape to me.

LvS: Yeah, well I weigh 110 in my socks, but once I've got my safety equipment on, wired up, have the cooling fan in my head-gear started, and the ion-shield generating batteries in the pack-harness I weigh closer to 860 pounds. You figure it out. Deduct one hp for every 15 pounds overage, and figure 49 hp to start with.

PD: This isn't the only race that's given you trouble lately, is it?

LvS: No, actually we haven't exactly been right in there for the last couple of races. Last week I leaned my chest protector up against the bike while I was talking to one of the little girlies, and stove in the side of my tank. It's OK, though; I took it over to "Kicks" Dilgroe and he promised to have it fixed by late '69 or early '70. And then last week I could have taken Jimmy Knuckleson over at White Man's stadium, but the auxilliary engine on my Bultortilla pooped out.

PD: Hey, Lip, I've been doing a little figuring...

LvS: Watch it, don't stub your toe on my glove over there.

PD: Thanks, I didn't see it. Anyway, I've been doing a little arithmetic, and if the figures you gave me are right, with 49 hp to begin with and 860 pounds of weight, you end up with a net loss of 1 hp!

LvS: Yeah, well the boys over at Precision Machine are working on that now. You know they're just completely heads-up over there, and they've got this fantastic setup all worked out for me. They're installing this set of pedals, see...

Night Short Track At Ascot

AMA Class C Short Track racing will be featured this Friday night, Oct. 11 at Ascot Park in Gardena, announced J.C. Agajanian.

Held on Ascot's quarter-mile oval track, the 16-event program will be open to Experts, Amateurs and Novices, and serve as a curtain opener to Saturday night's 10th annual 8-mile National Championship classic. Racing starts at 8:15 p.m., practice at 7 p.m. Adult admission will be $2.50, children 8-12, $1.00 and under 8 years of age free. The riders' purse is $600 against 40 percent of the gate.

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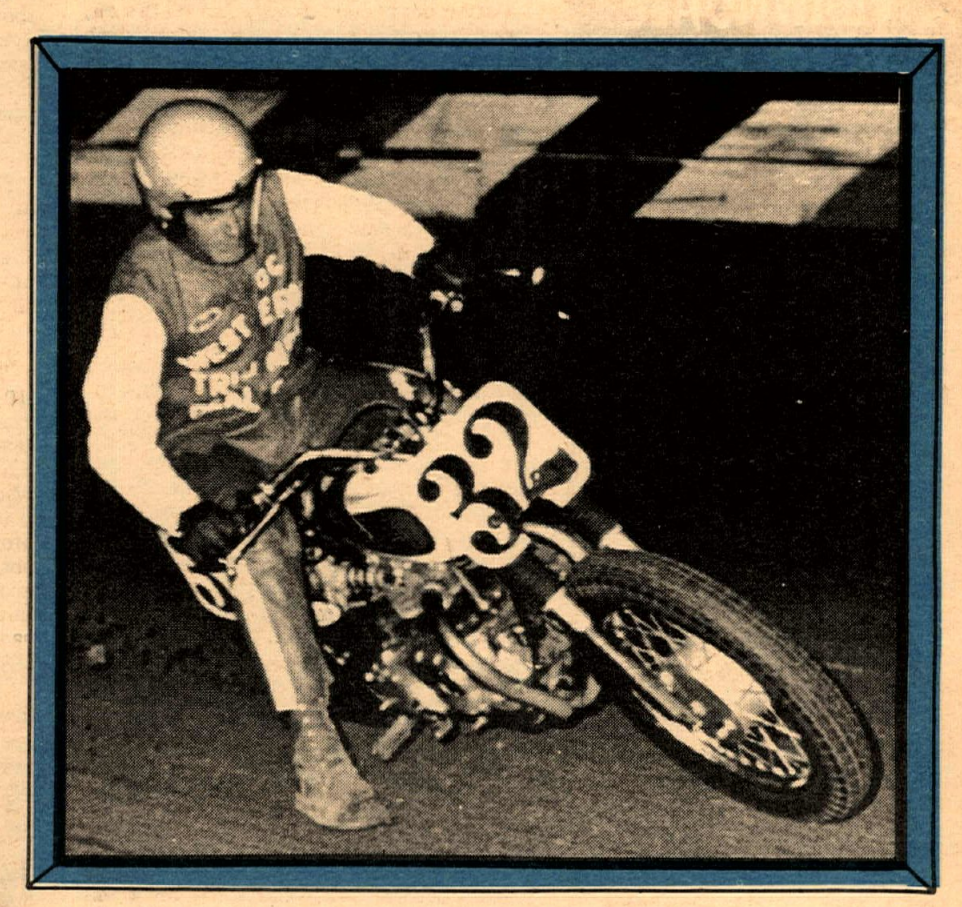

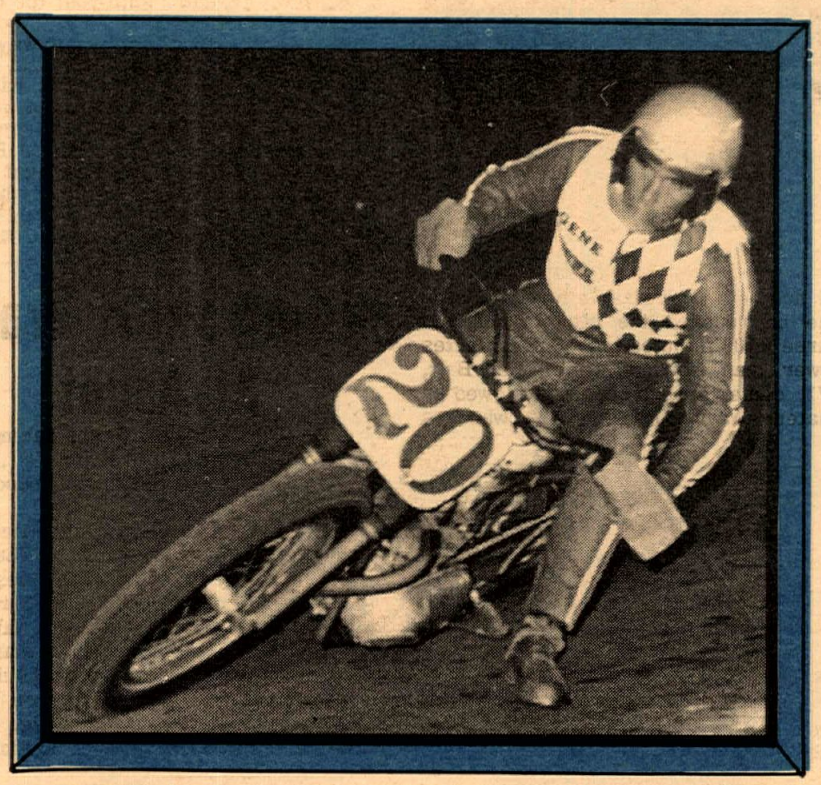

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WILLOW SPRINGS 12-HOUR PRODUCTION GRAND PRIX

Suzuki mounted Ron Pierce takes his winning 500cc class machine past another class winner Steve McLaughlin on a 350 class Suzuki.

Photos by Dennis Greene

Dick Kilgroe is shown here leading a pack of bikes through turn one and on to fourth in the 500cc class aboard his Honda 450.

WILLOW SPRINGS, Cal., Sept. 29 – No artificial light was used to help the 100 odd production Grand Prix motorcycle racers compete over the 2.6 mile Willow Springs International road race course in the first night road race ever held in the U.S. To the surprise of many, the time only varied from five to ten seconds per lap slower than that clocked during the daylight hours.

This was truly an event that took not only good riders and equipment but excellent pit crews, the third factor not usually found in Grand Prix motorcycle racing, since the crews could be the deciding factor between a win and a loss. Watching some of the split-second pit stops was almost as exciting as watching the race itself.

Grant, Pierce Win Grind

The over-all win of the 12-hour event went to a 500cc Suzuki with riders Ron Grant and Ron Pierce. They covered a distance of a little better than 926 miles, aided by one of the finest pit crews on the course that day. Custom Engineering of Bakersfield operated like a well-oiled machine getting their rider in and out of the pits in the very minimum of time. Not only were they an excellent functioning unit, but also their sharp white uniforms and lavendar hats, with machine and tools matching, added a touch to professional racing comparable to that which you would see at Indianapolis or any other big national event.

In hot pursuit, and several times in the lead, the second over-all finisher was a 350cc Suzuki with Steve McLaughlin and Don Emde. Steve's pit crew was managed and spurred on by his famous father, John McLaughlin. Third over-all went to another 500cc Suzuki ridden by Hide Sezaki and Dennis DeGraff. Fourth was another Suzuki, this time in the 250cc class, ridden by Dave Damron and Paul Hynan, with Dave's father Sid Damron managing and coaching their excellent crew.

One of the disappointments came early when a 350cc Kawasaki ridden by John Buckner and Tony Murphy was involved in an accident, and John Buckner unloaded. Time for repairs played a deciding factor in moving this machine and its two very noted riders down in the results column.

Hurd Surprises

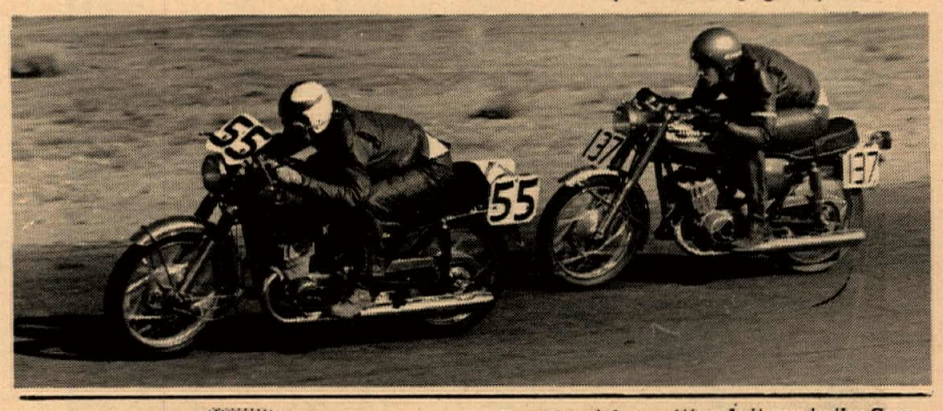
Surprisingly, a very famous desert rider, Steve Hurd, participated in this road race. To the best of our knowledge, this was Steve's first pavement event, and as well as he and co-partner Steve Pederson did, it's a good thing for some of the regulars that they only compete in road racing at infrequent intervals. The technique is usually not very easily acquired, but Steve had no problem. The only post entries who paid the $100 post entry fee were R.W. Ring and R. Mills riding a 350cc Yamaha. Ring, a resident of San Diego, is better known for his moto-cross and TT riding, but finished fourth in class in his first road race event which should encourage him to compete in further such events. A remarkable feat was put on by one team, a father and son combination. A 350cc Yamaha which finished third in class was ridden by Mike Lane, with his father as pit crew and co-rider. During the entire 12-hour event, Mike was only off the machine for a total of five laps. This stop was necessary so Mike could refuel – his stomach that is! His father boasts – understandably – that Mike has tremendous stamina.

Unfortunately the 750cc Triple BSA did not appear and fans were not able to see Jody Nicholas and Don Vesco compete on this machine. Don was looked upon as a real contender for this event and many of Jody's friends would like to have said goodbye before he left for Vietnam on Monday, but we know that when Jody returns he will be road racing again, hopefully in the Southern California area. BSA was still able to capture the Open class event, however, with a twin ridden by Mike Moore and Dave Eichert, both from Santa Barbara and sponsored by hard-working Walter E. Ownby.

The next time this event is run, try to be there. Not only is it spectacular during the day, but at night it's something else!

(Results on page 16)

Kawasaki mounted B. Nelson (185) making his way through the traffic and off to first in the 175cc class.



ABOVE: BSA rider M. Moore (86) going to the outside and finished up with a first in the Open event. Mike Lane (80) rode all but three laps of the entire 12 hour event and finished third in the 350cc class. BELOW: L. Williford and his 500cc Suzuki managed a great third in the 500cc event and is shown here passing a Yamaha. The sounds of the screaming two-strokes and the thunder of the fours was magnified in the darkness that shrouded the track for the last few hours of this great event.

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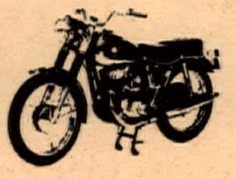

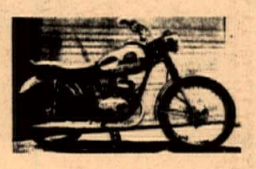

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SCRAMBLIN AROUND

By Maureen Lee

We have to give a pat on the back to the Hilltoppers M.C. this week for their neat poster advertising their "Backasswards" scrambles at Perris on the 13th. It's clever and we think the idea of running everything backwards will be a lot of fun. While on the subject of the Hilltoppers, if you remember they are one of the clubs who have lost their point runs for 1969, and at last week's Sports Committee meeting we were quite amazed. Other clubs have defended the three set down (Hilltoppers, Jack Rabbits and Pasadena) by writing letters to the Committee but when President Ron Sloan invited discussion on this situation, what scrambles clubs representatives were present sat like little bumps on logs and never opened their mouths. There was the golden opportunity to perhaps get these clubs back with point runs next year with a floor vote and no one said boo.

Corriganville Info

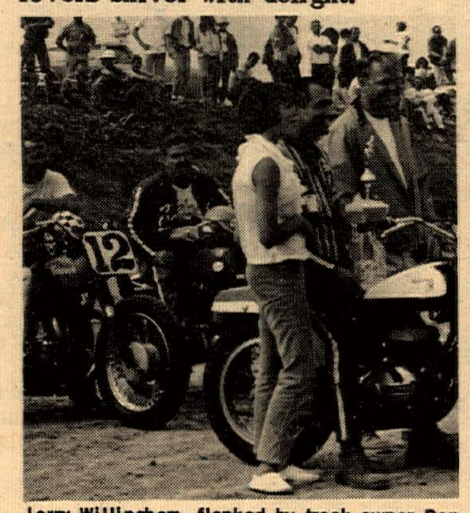
The 500 Novice class is completely filled, so if your entry isn't in, save yourself some trouble and the Dirt Diggers extra work opening envelopes by not sending one in. Sam Crooks also reports that it looks like the 100 Novice class and the 250 Novice is all gone so it may be wise to check before sending in a late entry. Other classes are filling rapidly and the Powder Puff is now up to three rows of girls. The Diggers are negotiating with that top little gal rider Debbie Jackline from up North to see if she'll come down. From what we've read about Debbie we really want to see her ride.

Start of the 250cc Expert finds flying Bill Cody getting his Bultaco PurSang out of the hole first, only to lose out to Steve and Gary Scott at the flag.

" HAIL-HAIL-THE GANG'S ALL HERE " Huntington Beach Cycle Park Opens

By Maureen Lee
Photos by Maureen Lee & Dennis Greene

HUNTINGTON BEACH, Calif. Sept. 29th. – The promise that the new scrambles track was fast brought a whole group out who own fast machinery who haven't been around for a while. With talent like Bill Bell, "Racer" Brown and Ronnie Knowles, the forty inch class was wow! Thirty-four Open Novices all riding together! Just the sound alone made big bike lovers shiver with delight.



Jerry Willingham, flanked by track owner Don England and the charming trophy girl, accepts his first place award for first in the "Old Timers" race.

The 4-Aces were the host club and a good job they did too, in spite of having to contend with the shakedown race at a new track and a whopping great entry of 390 riders. While this was going on, the Huntington Beach Police Department was busily engaged looking for stolen motorcycles, impounding ones with altered engine numbers or that looked suspicious. They grabbed off six racers, and one road bike. Some of the 4-Aces got bad verbs from some unhappy people for letting this happen. Truth is the club had no control over it as it was police business.

Still, it was a good day although at the end Referee Bob Hayes said wearily, "There's not a thing that could have gone wrong that didn't. I had every kind of protest in the book." None were lodged formally, however. On the happy side, we now have the real neat addition of a new place to go racing.

Contrary to pre-race day comments that the surface would never hold up, it did. Did it ever! By the end of the day there were a few broken-up places, but the surface had hardened into what looked like asphalt. If you had to slide out of the groove you could do it safely without hitting "marbles," and losing traction.

By Cracky...It's Willingham!

The track was officially christened with an "Old Timers Race" composed of riders who had had their names on the District 37 perpetual trophy or were otherwise famous. Nick Nicholson, the Greeves distributor and #1 in 1951 donated the trophy and rode his prototype 360, doing very well indeed. That machine flat hauled! Then there was Eddie Mulder, banned from riding under A.M.A. rules at Sporting events, serving as honorary starter . . . Don Surplice on "Squirrel's" #12 Triumph ending up third...Jim Goldsmith on a Royal Enfield and Red Ludford both with big #10's on their machines...there was Jim Hunter, who ran out of gas...Don Alfred on his 20-year-old BSA, brought out expressly for the occasion, having a ball up front with Ted Judge (Lobito) having been given a head start...Don Spargur looking as smooth as ever (except for one bobble in practice!)...Jim Bassey giving it a good go in spite of a bad crash earlier...Ivan Oden bringing back memories of his fabulous Ascot Novice year on a screaming Yamaha...and it was Jerry Willingham on an El Bandido who did the deed and did 'em in. Each man received a split of champagne for taking part in the christening.

99% of the riders enjoyed riding the track and although the location is neat as it's so close in. Especially to the Los Angeles area. Spectator facilities are excellent, you can sit along the fence and watch everything and eventually the pit area will be expanded out with more earth being moved to allow the riders to keep their trucks in the pits, and for the little ones, there's even a proper playground with swings, which got full use on Sunday.

The Huntington Beach Track is a commendable contribution to Southern California's motorcycling scene.

(Results on page 16)

Oops!

Try too hard, you crash hard!

Don Surplice on Eddie Mulder's Triumph holds it on the track while John Rice experiences difficulties.

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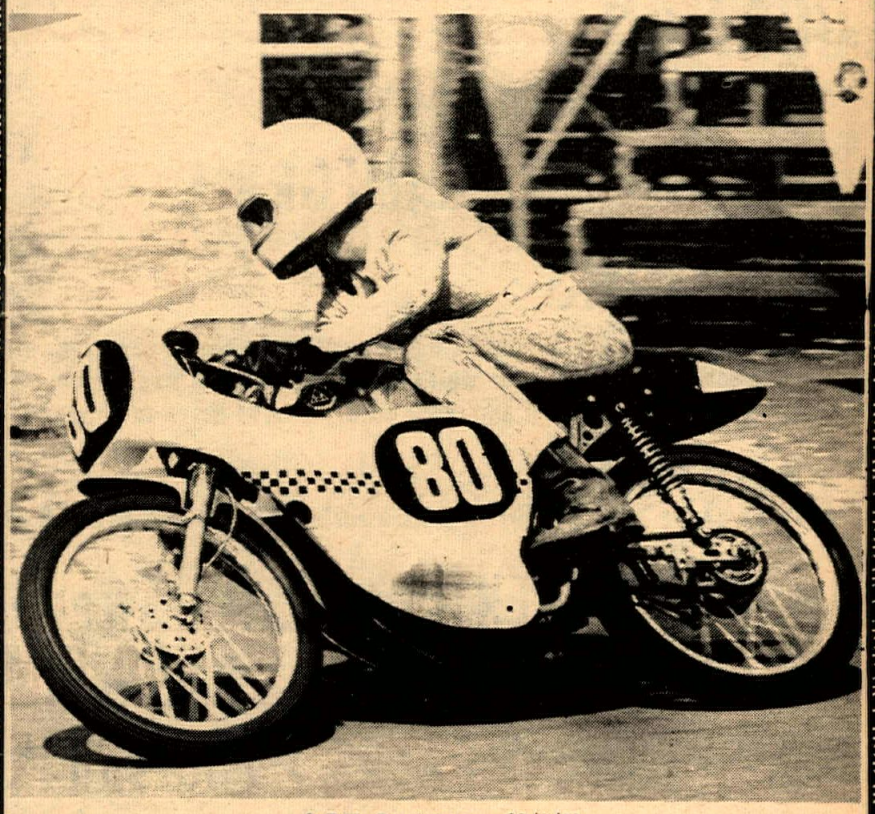

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Mammoth Moto-Cross – 10/6/68
0-125 Jr. Class
1st BILL PETTIGREW–HODAKA

Dusters M.C. Hare Scrambles – 9/29/68
Trailbike Class
1st WES ANDERSON JR.–HODAKA
2nd BOB BELT –HODAKA
3rd WAYNE RAGLAND –HODAKA
4th TERRY CLARK –HODAKA
(plus 8 of first 10 places – Hodaka)

Saddleback G.P. Moto-Cross – 10/6/68
0-200 Nov. Class
1st TILLSON SHUMATE–HODAKA
2nd FRANK ROWE –HODAKA
3rd DAN DAIGH –HODAKA
4th WILL PINEDO –HODAKA

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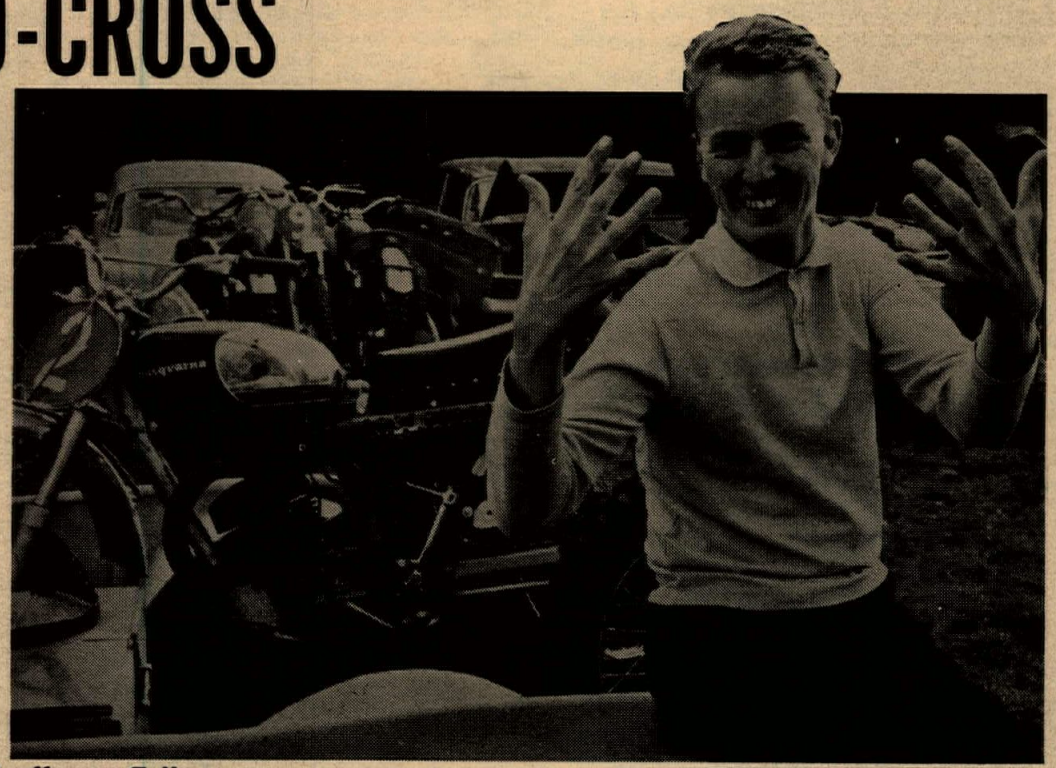

Torsten Hallman and Husqvarna team on the way.

LOCATION

DE LEVEGA PARK
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DIRECTIONS

Freeway highway 1 west from San Jose. Take Morrissey Blvd. off ramp. Follow directions, signs will be well marked. Entrance 6 blocks from off ramp. Or Sequel Drive off ramp and north on Brookwood Drive to entrance.

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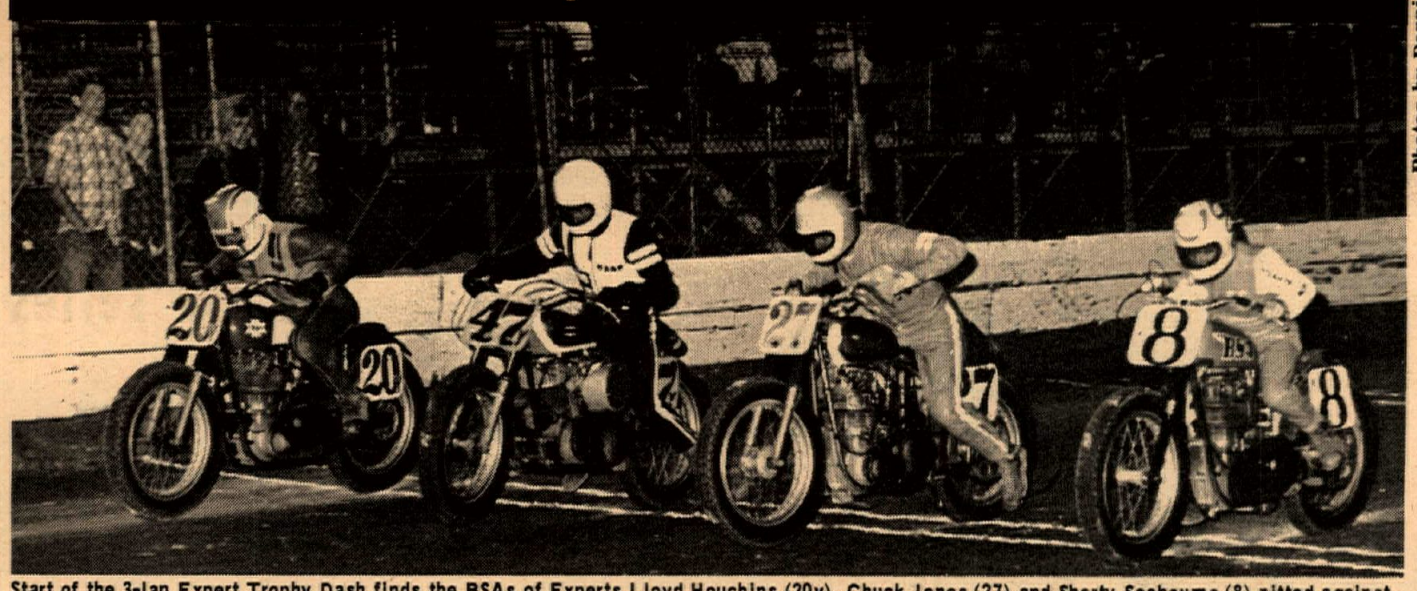
Romero Repeats Ascot Rout



Photos by Dennis Greene

Start of the 3-lap Expert Trophy Dash finds the BSAs of Experts Lloyd Houchins (20y), Chuck Jones (27) and Shorty Seabourne (8) pitted against the Harley of Amateur Mark Brelsford (47y). Surprising not only the fans but his fellow riders, Brelsford won the event wire-to-wire, then followed up with another victory in the Amateur Main.

Gene Romero firmly established himself as a possible winner for the 8-Mile National at Ascot, Saturday, Oct. 12, by winning the 15-lap final for the second straight time. Romero and his Bill Lovetuned Triumph again rode point leader Mel Lacher into the ground in another come-from-behind effort.

The late laps found Shorty Seabourne low-grooving the track to give Romero a run for the win but it was Gene in command right down to the finish in the last warmup for the big one this weekend.

Gary Nixon made his second appearance of the season and it only served to cast more doubt on his ability to retain his Number One standing. Gary took third in his heat race and second in the semi-main before running dead last in the Main.

ABOVE: Keith Mashburn (101) and his Yamaha defeated second place #115 Dave Aldana (Suz.) in the Novice Main. BELOW: Triumph-mounted Gene Romero (20) beat out point leader #37 Mel Lacher (H-D) for Expert Main honors. Shorty Seabourne (BSA) was 2nd, Lacher 3rd.

Fred Nix chose to pass up the event and wait until Saturday night to make his final run against Nixon. The two riders are a mere nine points apart for the Number One plate.

Nixon's understudy, Chuck Palmgren, was also on hand, scoring a third in the heat, a third in the semi and then dropped back in the final to run next to last after some early lap spurts.

Brelsford Beautiful

The North's number one Amateur, Mark Brelsford, wheeled the Dud Perkins H-D in for a heat race and Main Event win in the Amateur class and also surprised the Experts, Chuck Jones and Seabourne, by taking the Trophy Dash, leading it from start to finish. It was the first time in over two years that an Amateur has captured the Expert 3-lapper.

Geezer Emick unloaded in the Amateur final for the second straight week but "The Iron Man" again picked himself off the turf and walked away.

Keith Mashburn and his Yamaha ran his Novice half-mile streak to thirteen straight once more winning the heat race, Trophy Dash and final in typical Mashburn style – going away.

Short Track Friday

A change in the program for this Friday night finds, instead of a Novice-Only show, a combined Novice, Amateur and Expert Class C 250cc short track under the lights for the first time on the Ascot quarter-mile.

This will give the more than ninety riders entered for the National a chance to pick up some extra cash and will also let the likes of Mashburn and some of the other top Novices compete against the big brother Amateurs and Experts for the first time this year.

National night finds the pit gates open from 2:00 p.m. until 4:00 p.m. Time trials on Saturday begin at 5:30 p.m. Pre-race ceremonies get underway at 8:00 p.m. Reserved seats are now available at promoter J.C. Agajanian's office in Gardena, and general admission tickets go on sale the afternoon of National night at the Ascot office.

(Results on page 16)

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Start 'Em Off On The Right Foot

Don England's motorcycle training school begins operation at Huntington Beach Motorcycle Park this Saturday, October 12. Extensive groundwork has been laid getting this school off on the right track. Continuing help and advice has been given by Mr. Stu Wilkinson of the Southern California Auto Club and Mr. Joe Hope, president of the California Motorcycle Safety Council which has also endorsed this school. Instructors have been selected on the basis of their expertise, experience, and interest in teaching others to ride safely.

The course is aimed at the person with little or no experience in riding a motorcycle. The course covers a total of 8 hours, divided into classroom instruction, demonstrations and student riding practice. There will be two class meetings of four hours each, meeting on consecutive Saturdays.

Classroom sessions will cover rules of the road, safety practices including emphasis on wearing helmets and proper clothing, operation of a motorcycle, routine maintenance, and a short talk by one of Huntington Beach's police officers. Demonstrations by the instructors and riding practice by the students will take place at the park on motorcycles furnished by the school. All riding will be done while wearing helmets also furnished. As the students ability increases, they will be taken onto the surrounding streets for additional practice.

Through the endorsement of the California Motorcycle Safety Council, Kawasaki and Honda have furnished machines for this school. Helmets are supplied courtesy of Daytona Products.

For enrollment or further information, contact; Don England, 13661 Sutter Drive, Westminister, Calif. Phone: (714) 897-4458.

Tuition is $25 which covers all costs. Class sizes are limited to 20 to insure adequate individual attention. Clothing recommended is long sleeve jacket, suitable shoes or preferrably boots, and capris for women.

ANOTHER SAFETY CLASS

By Robert O. Fee

Residents of the eastern San Gabriel Valley now have a local class in motorcycle safety.

The La Puente Adult School is accepting registrations for the class at 15359 E. Proctor in La Puente. Registrants must be at least 15 and a half years old and have their learner's permit. Parents are encouraged to take the course with their children and share the learning experience.

Peter Bulza, coordinator for the school, said the course is designed to develop safe riding attitudes and teach the operation of a motorcycle.

In addition to the lectures, obstacle course riding and demonstrations by the police instructors is included in the $10 fee. The first class was held Saturday, October 5th at 9 a.m. Students receive four days of instruction from West Covina police officer James Meek and from California Highway Patrol officers Walter Harper, Jack Lucarelli and Abelardo Armenta.

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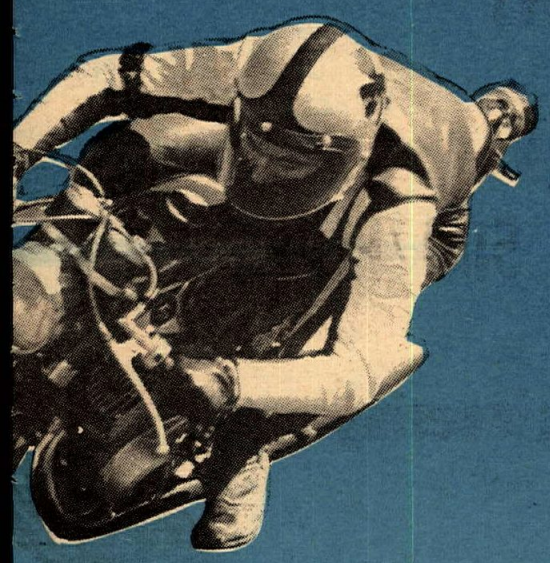
(2 Suzuki's Entered)

250cc - 1st Place
(2 Suzuki's Entered)

350cc - 1st Place
(2 Suzuki's Entered)

500cc - 1st 2nd & 3rd Place
(3 Suzuki's Entered)



RESULTS

100cc-1st Pl B. Hardin & D. Hopkins
Riding For Dale Brown Motors

3rd Place D. Falcone & B. Marchant
Riding For Ocelot Engineering

200cc-1st Pl G. Mazon & R. Littlefield
Riding For Ocelot Engineering

2nd Place D. Doan & J. Weigel
Riding For Two Wheeler

250cc-1st Pl D. Damrom & P. Hynan
Riding For Ocelot Engineering

350cc-1st Pl S. McLaughlin-D. Emde
Riding For Floyd Emde Cycles & McLaughlin Motors

500cc-1st Pl Ron Pierce & Ron Grant
Riding For Custom Engineering

2nd Pl Hide Sezaki & D. Degraff

3rd Pl L. Williford & N. Summey
Riding For San Diego Suzuki

OVERALL
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MCLAUGHLIN

MDE
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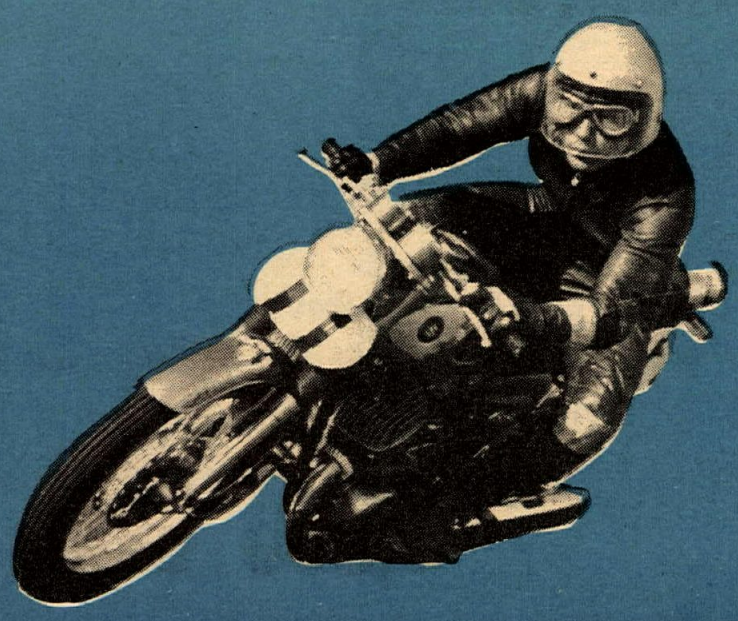
for
mde Cycles
Laughlin Motors



3rd OVERALL
Team of
HIDE SEZAKI
AND
DENNIS DEGRAFF
SUZUKI 500/FIVE

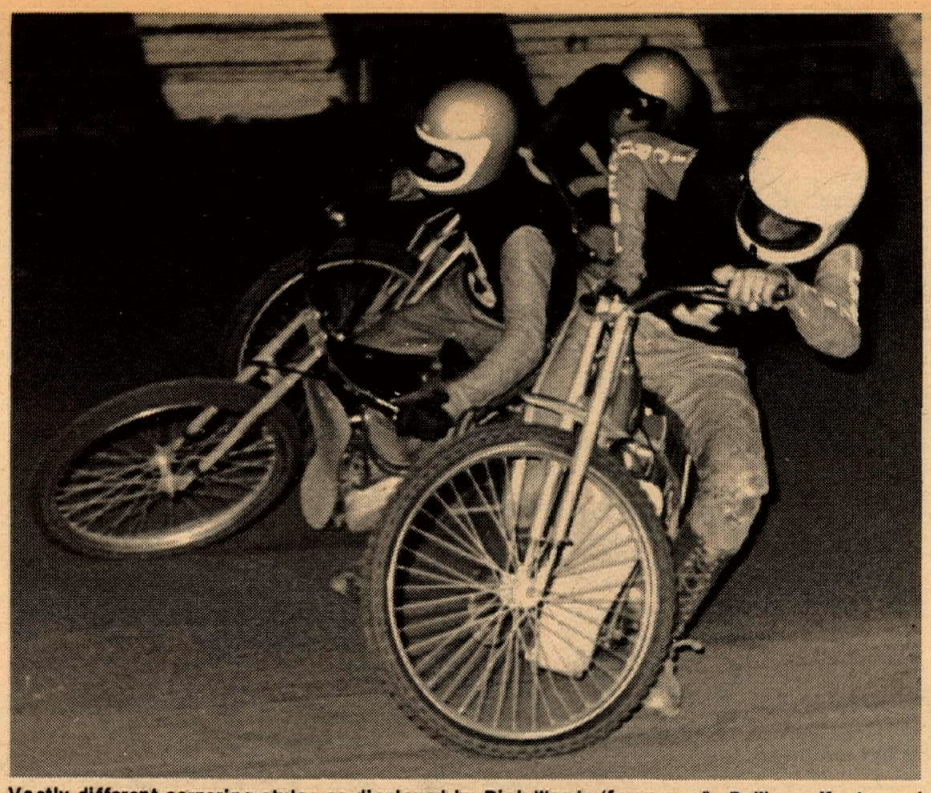
Hawley and Mulder Sock It To 'Em

By John A. Grout
Photo by Dennis Greene

PACOIMA, Cal., Oct. 5 – Don "The Enforcer" Hawley, and Eddie "The Steady One" Mulder did a magnificent job of socking the Class A speedway competition (The Malibu Raiders) right across the eye-lashes, as they swept the San Fernando Valley Red Riding Devils right back into the win column at Whiteman last Saturday night. Team Captain Hawley collected nine points in four races, while Mulder grabbed seven points in three heats.

Red hot with slidin' spice it was the Valley Team in front of the Malibu boys all the way. Final score: San Fernando Devils, 28; Malibu Raiders, 20.

In open racing, Hawley collected the win over Steve Scott, Mike Konle and Slidin' Mike Bast in the first heat race; the second event saw Bill Todd whip Chuck Berry and John Carter.



Vastly different cornering styles as displayed by Rick Woods (foreground), DeWayne Keeter and Steve Scott at Whiteman Class A speedway show.

"The Skeeter" Keeter, overcame a forty-yard handicap to overcome Jay Carter, Bruce Haserot and Jim Stevens in the third heat, while the fourth fell to young John Hateley, who sunk the sails of Norm Elledge and Mulder. The fifth non-team heat found point leader, Jack O'Brien thrashing Stu Morley and Cliff Lamb, but it was closely contested.

The final heat saw Larry Heinselman outdo the combo of Elliott Schultz and Dave Bastian, Schultz making his first go of it since sustaining a broken wrist about four weeks ago. Hateley, Elledge and O'Brien won their respective semis.

The Trophy Dash was well ridden, and finally won by Heinselman; over Keeter, Todd and Hateley. Then, Keeter must have got angry because he swamped the Main Event talent which consisted of Elledge, O'Brien, Mike Konle, Bruce Haserot and Hateley.

This week, and this week only, the speedway races will be held on Friday night, Oct. 11. They will start at the same time 8:30 p.m., but presented in a different manner.

It will be the evening of the United States Championship Racing! And it is being held on Friday night so that the Eastern A.M.A. National Point riders will have a chance to compete against all of our present riders.

And Friday's high point racer should want to stay in town for the following week because his challenger on that evening will be the five-time World Champion, Barry Briggs – and the current World Champion: Ivan Mauger.

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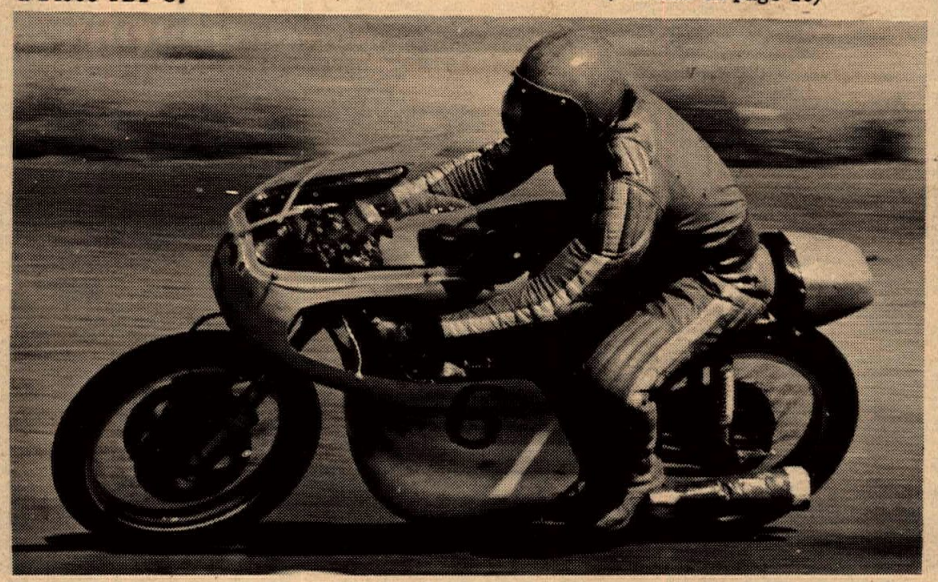
Baumann, Burchards Vie at Vaca Valley

Story and Photos by George Martin

VACAVILLE, Cal., Sept. 22 – A Cinderella story, but with an 11:59 p.m. "pumpkin turning time," was acted out at Vaca Valley Raceway. The Cinderella who almost snagged the handsome prince was Dave Burchards, aboard Doug Schwerma's fast but so-far-unreliable Yamaha 350.

Schwerma has labored long and mightily all season to convert his standard 350 into a super GP machine. And he has created a very swift machine, but one that eats pistons and other major internals with alarming regularity. Until today, that is.

As the flag rose on the 350-Open race, Burchards pushed off the blue and red Yamaha, it lit quickly, and he blasted ahead of the pack. Favored to give Doug a run for his money were Bill Lyons on the PM Honda 350 and Art Baumann, riding what might have been a 251cc TC1-C or then again it might have been a 249cc TD1-C.



Dick Kilgroe and his potent 450 Honda is shown at speed on the Vaca Valley circuit.

Both Lyons and Baumann got stuck in traffic in the first half of lap one, but as the leaders steamed up the long drag-strip straight it was Burchards, Lyons and Baumann 1-2-3.

Into the sweeper again, Burchards held his lead, Baumann moved up on Lyons a little and Phil Makanna pushed a Dick Kilgroe Honda 450 into fourth. Then, entering turn two, something happened to Lyons' Honda, he slowed and Baumann rocketed past.

Burchards turned lap three in 1:35.09, only two seconds shy of the absolute motorcycle lap record (set by Baumann on a factory 350 Yamaha), but Baumann was gaining. Burchards had a 5-second lead on lap five, and a three second lead on lap six. Then, while lapping a slower rider, Art put his machine into first place and held a slim lead for two laps. Burchards tucked into his draft as they entered the straightaway, however, and passed the red-haired factory team rider going into the sweeper. By lap 9 Burchards had stretched his lead to about 20 feet, with Baumann right behind, twisting his throttle wide open and praying for more.

Art Baumann and his super-fast Yamaha snatched top honors in the 350 GP.

"He was really moving," Baumann said later. "We'd go through a section flat-out and I'd think, 'hold everything, we can't go through here that fast,' but we did."

Racing Luck

With two laps left, Burchards' pit area was in a state of happy hysteria – until the leaders shot into the sweeper on lap 11; just then the golden carriage became a pumpkin as Cinderella Dave took treacherous turn two with a bit too much enthusiasm and dropped the 350. Baumann dodged the fallen machine, zipped the rest of the way around the track and took the checkered flag.

It was a Baumann-Burchards day in the other events, too. Burchards won the 175-and-under event handily on his rapid 160 Honda, although near the end of the race Ralph LeClerq was catching him on a very quick Ducati.

Dave had nailed down the lead right at the start, with Charles Overland second on his Bridgestone-engined Bultaco TSS, Dave Scott on Al Fergoda's 100cc Yamaha third, LeClerq fourth and Pete Giordanengo fifth.

Soon Giordanengo had clawed his way into second past Overland, and LeClerq was also pressing the Bult-stone. Le Clerq did the deed to Overland in turn five on lap three, and finally caught Giordanengo on lap six.

At the flag, Burchards still led, with LeClerq, Giordanengo, and Overland following. Farther back in the pack but still leading the 100cc class by a long margin was Scott on the little Yamaha. First 50cc rig home was Tom Cleghorn.

Baumann's other victory was in the 250cc class, where he duelled with Ken Stewart for several laps and then pulled away to win handily.

(Results on page 16)

Singing Wheels Annual Turkey Feed

By Billie K. Sager

SAN DIEGO, Cal., Sept. 29 – The Singing Wheels M.C. did it again! Their annual Turkey Feed Tour was A-OK, in that they mapped out a nice 150-mile route for 144 entries who signed up at Chuck Holenda's H-D shop in El Cajon, then served a delicious full course turkey dinner at the end of the run.

Highway 80 was followed east over the Superstition Mountains, dropping down into the valley for the only check point at Ocotillo, then back-tracking via S2 north through Anza Borrego Park, with all its sharp color contrasts. Pioneer history came to mind when passing such memorable spots as Vallecito Stage Station, Box Canyon, Butterfield-Overland Stage Route and the famous Wells Fargo Trail. Rolling out of the lowland desert region to the green rising hills again, riders traveled through Julian to Ramona, winding up at Collier Park.

Judging was held in three classes, with first and second place trophies awarded, and, curiously enough, all the winners were outriders. Trophies also went to best dressed couple with machine, first and second place riders and passengers and also to best dressed club with machines. Gift certificates were presented to third and fourth place riders and passengers.

Donations for the run were made by the following businesses: Carlsbad Liquor, Peterson's Mobil Service in Carlsbad, Grumpy's Bar in Carlsbad, Garcias Hacienda in Carlsbad, Laguna Mt. Lodge, Blue Jay Lodge, Jim Lloyd's Chevron Service in El Cajon, Floyd Emde of San Diego, San Diego Honda, San Diego Harley, Guy Urquhart in S.D., Chuck Holenda's Harley in El Cajon, San Diego Suzuki, Hallmann Richfield Station in Ramona and Tri-City TV of S.D. Gift certificates were given by The Rancherette Western Wear Shop in Lemon Grove and Sonny Angel's Repair Shop in National City.

This was the Wheels' final run for 1968, and only two clubs have upcoming events – the Road Cruisers 6th Annual Poker Run on Oct. 20, and Mary's Men Cattle Call set for Nov. 9 and 10.

(Results on page 16)

BYERS TO HEAD STEEN'S METISSE DEPT.

Steen's, Inc., of Alhambra, California, announce the appointment of 36-year-old Jack Byers as head of their Rickman Metisse motorcycle department. Taking on the line of English-built frames, chassis and accessories two years ago, Steen's has expanded sales to an all-time high for the marque by promotion of the brand throughout the States.

Byers joined the firm several months ago, bringing over ten years of motorcycling experience, including cross-country racing, building and tuning, suspension modification, and special saddle design and construction. At one time he held the number one plate for desert racing in the up-to-250cc category, then switched to the big bikes, where he has consistently been in the top five, currently holding plate number 3 for the second straight year. Jack competes on both 500cc and 650cc Triumph-powered Metisse scramblers. At the national championship hare & hound this year he won the 500cc class with a third place overall.

BARGAIN HUNTERS

On Saturday, October 12th over 180 motorcycles will go on the auction block. A well known distributor is liquidating his stock of 125, 250 street and 250 Moto-Cross machines. These are all new, some still in the crate. A few used machines will be available. Parts will remain available. The auction will be held at Countywide Auction, 10802 Beach Blvd., Stanton, Cal. Call (714) 865-0642 for further information.

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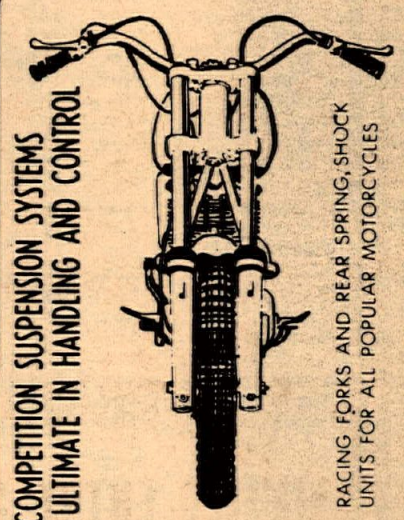
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RESULTS

DIST. 37—TRAIL BIKE POINT STANDINGS—AS OF 9/21/68

Curr.Pt. Stand.	Name		Pts.
1.	J. Morgan	Ex.	2910
2.	E. Jensen	Ex.	1740
3.	J. Froelich	Ex.	1725
4.	F. Morgan	Ex.	1610
5.	W. Anderson Jr.	Ex.	1549
6.	J. Jacklett	Ex.	1260
7.	R. Barnett	Ex.	1130
8.	E. Scheidler	Ex.	1070
9.	B. McLaughlin	Ex.	985
10.	J. Johnson	Ex.	935
11.	D. Wright	Ex.	903
12.	D. Watkins Jr.	Am.	870
13.	G. Flanders	Ex.	857
14.	D. Goldsmith	Am.	830
15.	T. Clark	Am.	795
16.	K. Markham	Ex.	722
17.	L. Mulock	Am.	710
18.	R. Robbs	Ex.	704
19.	J. Bandringa	Am.	701
20.	G. Ramey	Am.	685
21.	H. Gipe	Ex.	685
22.	L. Wilson	Ex.	681
23.	M. Lee	Ex.	677
24.	F. MacDougall	Am.	665
25.	J. Summers	Am.	660
26.	T. Hoyle	Ex.	655
27.	W. Anderson Sr.	Ex.	617
28.	J. Wright	Am.	610
29.	T. Drake	Am.	571
30.	B. Klock	Am.	565
31.	W. Griffin	Am.	565
32.	H. McGill	Am.	561
33.	J. Spencer	Am.	560
34.	D. Martin	Am.	560
35.	M. Rader	Am.	560
36.	R. Martino	Ex.	520
37.	J. Ditson	Ex.	499
38.	L. Taylor	Ex.	490
39.	C. Thomas	Ex.	476
40.	I. Mahoney	Am.	465
41.	E. Crowell	Ex.	460
42.	A. Wurtzel	Am.	460
43.	C. Purcell	Am.	454
44.	W. Ragland	Am.	449
45.	B. Ewing	Am.	440
46.	R. Klassen	Am.	435
47.	C. Steven	Ex.	420
48.	L. Froelich	Ex.	419
49.	T. Jenkins	Am.	413
50.	R. Peters	Am.	412
51.	G. Souza	Ex.	410
52.	D. Morgan	Nov.	399
53.	C. Shepherd	Am.	370
54.	W. Burrell	Am.	366
55.	J. Binning	Ex.	345
56.	M. Miller	Ex.	340
57.	K. Bourgeois	Am.	329
58.	P. Foster	Ex.	325
59.	R. Waters	Ex.	310
60.	G. Griffin	Ex.	310
61.	H. Oshima	Ex.	306
62.	R. Stumpf	Ex.	305
63.	W. Garrett	Am.	304
64.	J. Tripp	Am.	304
65.	D. Afflack	Nov.	295
66.	J. Brown	Ex.	286
67.	K. Parks	Am.	266
68.	J. Heininger	Am.	265
69.	J. Maroney Jr.	Ex.	260
70.	D. Lundberg	Nov.	254
71.	E. Cannady	Ex.	250
72.	D. Furnish	Am.	244
73.	D. Sillings	Am.	236
74.	J. Domay	Nov.	236
75.	C.E. Folks Jr.	Am.	225
76.	T. Saylor	Am.	220
77.	D. Simons	Nov.	220
78.	B. Belt	Ex.	220
79.	P. Nuckles	Am.	216
80.	M. Wilson	Nov.	215
81.	J. Barkkari	Am.	213
82.	J. Artz	Nov.	213
83.	R. Duncan	Am.	205
84.	E. Roeseler	Ex.	200
85.	G. Crowther	Nov.	200
86.	R. Paul	Am.	199
87.	R. Walden	Ex.	195
88.	A. Benton	Nov.	195
89.	E. Bell	Nov.	193
90.	R. Burkert	Nov.	192
91.	J. Biedenback	Nov.	186
92.	L. Harrington	Nov.	172
93.	C. Laws	Nov.	164
94.	J. Clancy	Nov.	163
95.	D. Wilson	Nov.	158
96.	J. Warner	Nov.	155
97.	D. Reynolds	Am.	150
98.	D. Field	Nov.	148
99.	B. Kuammen	Nov.	144
100.	J. Harrison	Ex.	140
101.	W. Podolece	Am.	140
102.	J. O'Neal	Nov.	140
103.	R. Willeford	Am.	136
104.	J. West	Nov.	135
105.	S. Brown	Nov.	131
106.	S. Leak	Am.	130
107.	R. Matheny	Ex.	130
108.	W. Ramstetter	Am.	130
109.	L. Peters	Am.	127
110.	H. Mendenhall	Am.	126
111.	R. Shorb	Nov.	126
112.	T. Rapp	Nov.	125
113.	R. Chew	Nov.	125
114.	R. Bandfield	Am.	120
115.	E.C. Birt	Nov.	120
116.	A. Locke	Nov.	120
117.	C. Sommers	Nov.	118
118.	J. Bihari	Am.	117
119.	D. Etheridge	Am.	116
120.	R. Moeller	Nov.	116
121.	N. Johnson	Nov.	116
122.	C. Long	Am.	114
123.	S. Dalton	Nov.	111
124.	M. Mills	Nov.	110
125.	R. Griffin	Nov.	108
126.	J. Garjian	Am.	108
127.	J. Creager	Nov.	105
128.	J. Hubbard	Nov.	103
129.	D. Groover	Nov.	102
130.	G. Shaw	Nov.	100
131.	S. Hulet	Nov.	97
132.	R. Sommerville	Nov.	95
133.	M. Holliday	Ex.	95
134.	C. Garrett	Nov.	92
135.	R. McCarthy	Nov.	91

(Continued Next Week)

ELSINORE SCRAMBLES
Elsinore, Cal., Sat., Oct. 5, 1968

By Bob De Gasser

350 NOVICE
1. D. Rich — Duc
2. G. Lay — Hon
3. J. Keene — Hon

500 NOVICE
1. R. Meyer — BSA
2. G. Nord — BSA
3. N. Clark — BSA

OPEN NOVICE
1. R. Wimer — Tri
2. R. Meyer — BSA
3. F. Bendrat — BSA

100 EXPERT
1. D. Hopkins (tie) — Suz
1. C. Smith (tie) — Kaw
2. R. Talbot — Hon

100 EXPERT SWEEPSTAKES
1. D. Hopkins — Suz

200 & 250 EXP.
1. K. Currell — Bul
2. R. Bourbonnen — Kaw
3. V. Hannan — Kaw

500/OPEN EXP.
1. J. Flores — Tri
2. T. LaFortune — Tri
3. F. Walker — Tri

200 NOVICE
1. B. Hardison — Bul
2. C. Yokum — Kaw
3. B. Huntsman — Tri

250 NOVICE
1. R. Bourbonnais — Kaw
2. V. Hannan — Kaw
3. J. Chetwood — Yam

100 NOV. MAIN — 1
1. J. Freis — Bri
2. R. Kemp — Bri

100 NOV. MAIN — 2
1. S. Tinsley — Yam
2. L. Bird — Yam
3. S. Hoffie — Toh

WILBUR MEADOWS, WASH. TT CHAMPIONSHIP
Wilbur, Wash., Sept. 22, 1968

By Morris Aman

OPEN CLASS
1. Gary Hite — Kaw
2. Denny Lopp — Tri
3. Art Triber — BSA

250 CLASS
1. Bill Gray — Yam
2. Brad Almstead — Yam
3. Pat Farrell — Bul

100 CLASS
1. Rick Gray — Hod
2. Pat Farrell — Hod
3. Ralph Tipton — Kaw

SPOKANE INTERSTATE FAIR RACE—3/8 MILE TT
Sat., Sept. 14, 1968

OPEN CLASS
1. Gary Hite — Kaw
2. Norm Kopp — Tri
3. Bob Gray — Hon

250 CLASS
1. Bill Gray — Yam
2. Brad Almstead — Yam
3. Joe Herndon — Yam

200 CLASS
1. Brad Almstead — Yam
2. Rick Gray — Hod
3. Pat Farrell — Hod

DUSTERS M.C. HARE SCRAMBLES
Sun., Sept. 29, 1968

By Dick Wright

1.	J.N. Roberts	500 Ex	Hus
2.	George Walker	500 Ex	Hus
3.	John Gaetz	Op Ex	Tri
4.	Steve Kirk	500 Ex	Mon
5.	Tim Smith	500 Ex	Mon
6.	Jerry Perkins	Op Ex	Tri
7.	Larry Pfutzenreuter	250 Am	Bul
8.	Glenn Thomas	250 Ex	Hus
9.	Gary Preston	250 Ex	Bul
10.	Jack Byers	Op Ex	Rick
11.	Tom Muto	250 Am	Hus
12.	Bruce Lewellyn	500 Ex	Hus
13.	Stanley Gorgura	Op Am	Tri
14.	Oliver Angell	500 Ex	Tri
15.	Robert Rodine	250 Ex	Hus
16.	Bill Hair	250 Ex	Bul
17.	Bruce Dunford	250 Am	Hus
18.	Terry Tracky	250 Am	Gre
19.	Dennis Torgerson	250 Ex	Hus
20.	Bob Kulek	250 Ex	Hus
21.	Garry Schuelke	250 Ex	Bul
22.	Bob Paxton	250 Am	Yam
23.	Ron Bishop	250 Ex	Hus
24.	Bill Thorwaldson	250 Ex	Bul

TRAIL BIKES

Wes Anderson Jr.	Ex	Hod
Bob Belt	Ex	Hod
Wayne Ragland	Am	Hod
Terry Clark	Am	Hod
Bob MacLaughlin	Ex	Sac
Geoff Crowther	Nov	Hod
Jim Summers	Am	Hod
Carl Stevenson	Ex	Sac
Eddie Crowell	Ex	Hod
Wayne Garrett	Am	Hod

LIONS DRAG RESULTS
Wilmington, Cal., Sun., Oct. 6, 1968

TOP BIKE:
Sonny Raslawski — H-D — 10.88—132.35

TOP STOCK:
Jim Parks — Suz — 12.53—104.91

TOP MODIFIED:
Sommers — Suz — 12.59—102.38

TOP GAS:
J. Nance — Tri — 11.86—112.00

STOCK BIKES:

A —	B. Dumbulton	H-D	14.20— 90.18
B —	Wetherell	BSA	14.13— 86.87
C —	J. Parks	Suz	12.53—104.91
D —	R. Franklin	Hon	15.58— 79.01
E —	M. Wade	Yam	16.40— 77.18

MODIFIED BIKE:

AA —	Schumacher	H-D	14.20— 90.18
C —	Sommers	Suz	12.59—102.38
E —	J. Lynn	Suz	12.77—102.00
F —	A. Burnett	Yam	16.58— 74.62

GAS:

A —	Troy Peques	H-D	— —
B —	J. Nance	Tri	11.86—112.00
C —	M. Cash	Suz	14.14— 90.47
D —	Murphy	Kaw	12.67—104.62
F —	Zeman & Spivack	Suz	16.35— 77.53

FOUR ACES TT SCRAMBLES
Huntington Beach, Calif. Trails Sun., Sept. 29, 1968

By Maureen Lee

OLD TIMER RACE
Jerry Willingham — Bul
Ted Judge — Bul
Don Surplice — Tri

50cc NOV/AM/EXP.
Steve Nichols — Ex Yam
Gary Caldwell — Am Hon
Dick Carver — Nov Yam

100cc NOVICE MAIN—53 Entries
Kirk Redding — Bri
Dale Sundberg — Hod
Larry Lund — Bri
Rich Toberoff — Hon
Jack Britton — Hod

SIDE HACK
Mike Parti (pilot)
Ed Morris (passenger) — Tri
Crash Roesch (pilot
Mike Goodnight (pass.) — H-D

21" NOVICE/AMATEUR
Don Burch — Bul
Robert Revett — Bul
Mike Culbertson — Bul

21" EXPERT
Steve Scott — Bul
Tony Denius — H-D
John Rice — Hon

250 NOVICE
Dennis Kanegae — Yam
Walt Bird — Yam
Bill Span — Hon
Ron Ringen — Kaw
Bob Patten — Bul

250 AMATEUR
Jim O'Neal — Bul
Jon Lindberg — Gre

250 EXPERT
Steve Scott — Bul
Gary Scott — Yam
Jim Connelly — Oss

POWDER PUFFS
Diane Connolly — Hod
Eulene Long — Hod
Sandra Lambert — Hod

200 AMATEUR
Linus Beall — Bri
Sandy Armstrong — Bul
Bob Hardison — Bul

200 EXPERT
Steve Bast — Bul
Mike Bast — Bul
Ken Beach — Bul

100cc AMATEUR
Jim Arlege — Yam
Scott Autery — VT
Richard Sweaney — Kaw

100cc EXPERT
David Aldana — Suz
Gary Scott — Hod
Steve Nichols — Yam

500cc NOVICE
Bob Tondro — Bul
Glenn Brunson — Bul
Roy Griffing — Bul

500 AMATEUR
Kirk McDowell — Bul
Ron Knowles — BSA
Jay Wahl — Bul

500 EXPERT
Bob Tryon — BSA
Dave Lenar — BSA
John Hateley — CZ

OPEN NOVICE
Larry Blum — Tri
Fred Gorley — Tri
Perry Armstrong — Tri

OPEN AMATEUR
Bob Dudek — Tri
Bill Beanson — Tri
Chuck Boyle — Tri

OPEN EXPERT
John Sprague — Tri
Dick Allen — Tri
Ben Fakkeldy — Tri

ASCOT TT
Gardena, Cal., Sat., Oct. 5, 1968

By Maureen Lee

NOVICE MAIN
1. David Aldana
2. Dave Hansen
3. Keith Mashburn
4. Steve Bast
5. Dave Clarke
6. Ray Vanderpool
7. John Di Simone

Time: 4:59.01

AMATEUR MAIN
1. Mark Brelsford
2. Jim Rice
3. Ron Pierce
4. Butch Turner
5. Dave Smith
6. Ben Fakkeldy
7. Alex Chinowski
8. Dick Fox
9. Jim Peterson

Time: 7:59.04

EXPERT MAIN
1. Dusty Coppage
2. Clyde Litch
3. Eddie Wirth
4. Ralph White
5. Rich Thorwaldson
6. Larry Wilburn
7. Jim Berry
8. Skip Van Leeuwen
9. Gene Romero
10. Carl Patrick

Time: 12:07.47

TROPHY DASHES
NOVICE: David Aldana — BSA
EXPERT:
Skip Van Leeuwen — Tri
Novice Time: 1:18.43
Expert Time: 1:37.27

SIDEHACK MAIN
1. Crash Roesch/Mike Goodnight — H-D
2. Dean Hummer/Rulon Gulbransen — H-D
3. Bob Johnson/Mike Van Laar — H-D
4. Doug Bingham/Ed Wade — H-D
5. Clem Pettus/Harry Fisher — H-D

Time: 5:34.39

AURORA SPEEDWAY 1968 POINT STANDINGS
Aurora, Ore.

100cc

*1.	Bruce Mulvaney	Suz. 313
2.	Darrel Cotton	Kaw 126
3.	Steve Nelson	Bul 112
4.	Mike Barnes	Suz 110
5.	Russel Hisaw	Hon 95

175cc

1.	Chuck Joiner	Bul 186
2.	Darrel Cotton	Kaw 137
3.	Bob Wright	Bul 127
4.	Mike Thomson	Bul 107
5.	Ron Story	Suz 68

250cc

1.	Ray Kays	Mon 256
2.	Don McShane	Suz 235
3.	Jim Smith	C-Z 140
4.	Chuck Joiner	Bul 115
5.	Ted Patterson	Bul 113

OPEN CLASS

1.	Tom Leslie	Tri 178
2.	John Hebert	Tri 148
3.	Don Kendig	Nor 142
4.	Don McShane	Suz 136
5.	Ed Richardson	Tri 110

OVERALL STANDINGS

*1.	Bruce Mulvaney	Suz
2.	Ray Kays	Mon
3.	Don McShane	Suz
4.	Chuck Joiner	Bul
5.	Tom Leslie	Tri

SINGING WHEELS TURKEY FEED San Diego, Ca.
Sun., Sept. 28, 1968

By Billie K. Sager

CUSTOM MACHINE:
1. Pappy Ward — H-D
2. Sandra Henry — BMW

SEMI-CUSTOM:
1. Jim Pinderton — H-D
2. Leonard Collins — Hon

STOCK:
1. Jim Lloyd
2. Gil McMurry

BEST DRESSED CLUB WITH MACHINES: Mary's Men of S.D.
BEST DRESSED COUPLE & MACHINE: Ronald & Betty Wentz
BEST DRESSED RIDER:
1. Don Branin, outrider
2. Jack Cauthen, Mary's Men
3. Dean Weelborg, Vista Travelers
4. Tom Meachum, Mary's Men

BEST DRESSED PASSENGER:
1. Audrey Corcoran, outrider
2. Mary Lou Lafferty, Pacific Coasters
3. Martha Palmer, Terrapins
4. Georgia Jackson, Road Cruisers

JUNIOR CLASS AWARD:
1. Dwayne Lee (age 3)

CLUB REPRESENTED:
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MAMMOTH MOTO-CROSS
Mammoth Lakes, Cal., Sun., Oct. 5-6, 1968

By Bill Pettigrew

0-125 JR.

1.	Bill Pettigrew	Hod
2.	Bob Vacca	Bul
3.	Jeff Creager	Gua
4.	Al Benton	Hod
5.	Darryl Bassani	Hod

126-250 JR.

1.	Jim Wilson	Gre
2.	James D. Hall	Bul
3.	James E.H. Close	Gre
4.	Dennis Keefe	Hus
5.	Steve Schneider	Bul

0-125 SR.

1.	Jim LaBlanc	Bul
2.	Bill Gomen	Hod
3.	Gary Bailey	Pen
4.	Gene Cannady	Hod
5.	J.N. Roberts	Sac

126-250 SR.

1.	Gary Conrad	Hus
2.	Russ Darnell (tie)	Hus
2.	Ron Nelson (tie)	Mon
3.	Max Switzer (tie)	Gre
3.	Bob Kulek (tie)	Hus

251-OPEN JR.

1.	Jim Wilson	Gre
2.	Bill Dawson	Mon
3.	Steve Hammer (tie)	Bul
3.	Dennis Keefe (tie)	Hus
4.	Joseph Biedenbach (tie)	Bul
4.	Erick Jorgensen (tie)	Hus
5.	Tom Mills	Tri

251-OPEN SR.

1.	Ron Nelson	Mon
2.	J.N. Roberts	Hus
3.	Gary Bailey (tie)	Gre
3.	Gene Cannady (tie)	Hus

SIDEHACKS

1.	Jim LeBlanc/Bob Vacca/Mike Burns	Bul
2.	Hank Burns/Marvin LeBlanc/Fred Soteros	Bul

TIJUANA, MEX. TT RACES
Sun., Sept. 29, 1968

By Bill Harmer

100cc NOVICE
1. Earl Roloff Jr. — Yam
2. Sal Peluso — Yam
3. Monte Roberts — Hod

100cc EXPERTS
1. Jim McGuire — Hod
2. Chuck Baker — Bul
3. Ray Vanderpool — Yam

200cc
1. Jim McGuire 100cc — Hod
2. Jay Dunn 100cc — Bri
3. Jim Harmon 100cc — Yam

250cc NOVICE
1. Kevin Stafford — Yam
2. Jim Grace — Kaw
3. Jack Sweeny — Bul

250cc EXPERT
1. Bill Silverthorn — Hus
2. Wayne Clarke — Kaw
3. Joe Phillipson — Yam

500cc NOVICE/EXPERT
1. Wayne Clarke — Kaw
2. Tom Boulter — Tri
3. Carlos Iribe — Tri

OPEN NOVICE/EXPERT
1. Tim Leque 360 — Bul
2. Rich Ribley — Nor
3. Ray McCallister — Tri

RESULTS

1st ANNUAL ACA 12-HOUR PROD. GRAND PRIX
Willow Springs, Cal., Sun., Sept. 29, 1968

1st OVERALL
Ron Grant/Ron Pierce Suz

50cc
1. C. Anderson/D. Wicks Tar
2. J. Mathel/B. Buzzelli Cim
3. E. Kelly/L. Singer Tar
4. M. Knotts/F. Newbury Cim
5. C. Oswald/M. Steven Cim
6. H. Chicon/R. West Suz

100cc
1. B. Hardin/D. Hopkins Suz
2. J. Dauk/D. Falcone Bri
3. B. Marchant/M. Kruse Suz
4. B. King/D. Carlson Yam
5. V. Wood/R. Balestrieri Hod
6. P. Evans/K. Evans Ome

125cc
1. L. Fallscheer/N. Parmerter Yam
2. G. Riley/B. Stankey Yam
3. A. Spears/G. Zaharpoules Kaw

175cc
1. B. Nelson/R. DeLong Kaw
2. R. Schmidt/T. Cangemi Hon
3. V. Campbell/P. Henderson Bul
4. L. Keith/R. Pagan Hon

200cc
1. G. Mazon/R. Littlefield Suz
2. D. Doan/J. Weigel Suz

250cc
1. D. Damron/P. Hynan Suz
2. R. Giles/R. Typer Kaw
3. J. Stroik/J. Manning Duc

350cc
1. S. McLaughlin/D. Emde Suz
2. J. Greene/H. Wilvert Hon
3. M. Lane/J. Lane Yam
4. R.W. Ring/R. Mills Yam
5. J. Pasternak/D. Lacey Kaw
6. B. Black/W. Fulton III Kaw
7. J. Chen/R. Sherer Hon
8. S. Hurd/S. Pederson Kaw
9. J. Buckner/T. Murphy Kaw
10. R. McCarty/R. Dillon Yam

500cc
1. Ron Pierce/Ron Grant Suz
2. Hide Sezaki/D. Degraff Suz
3. L. Williford/N. Summey Suz
4. D. Kilgroe/J. McGillivray Hon
5. J. McWorthy/R. Salton Vel

OPEN
1. M. Moore/D. Eichert BSA
2. D. Bolan/H. Calkins BMW
3. P. Bolinger/M. Fleming BMW
4. P. Sharpe/D. Sharpe Tri
5. R. Ellis/D. Johnson H-D

TROJAN RACEWAY CLASS A
So. Gate, Cal., Sun. 10-6-68

By Mike Capalite

TROPHY DASH
1. Steve Scott JAP
2. Sonny Nutter JAP
3. DeWayne Keeter Eso
4. Rick Woods Eso

C MAIN
1. Jim Doron JAP
2. Bill Todd JAP
3. Lee Stumpenhaus Eso
4. Gordon Williams JAP

B MAIN
1. Larry Heinselman JAP
2. John Carter JAP
3. Eddie Mulder Eso
4. Norm Elledge JAP

A MAIN
1. Sonny Nutter JAP
2. Steve Scott JAP
3. Rick Woods Eso
4. DeWayne Keeter Eso

U.S. SPEEDWAY CHAMPION
Sonny Nutter JAP

HIGH POINT RIDER:
Sonny Nutter JAP

SUBSCRIBE TO CYCLE NEWS
See Page 2

SADDLEBACK GRAND PRIX
Sun., Oct. 6, 1968

250 OPEN EXPERT
1. John DeSoto Mon
2. Chuck Minert BSA
3. Bruce Jackson Gre
4. Andre Pillon Tri
5. Ken Sparkman Tri

0-200 EXPERT
1. Walt Axhelm Sac
2. Hayward Mendenhall Hod
3. Jerry Shere Mon
4. Al Engleking Mai
5. Tom Culp Hod

201 OPEN NOVICE
1. Greg Smith Mai
2. Don Prosser Hus
3. Carl Iverson Hus

201-360 AMATEUR
1. Bob Maynard Mai
2. Tom Muto Hus
3. Rick Hall Kaw

0-200 NOVICE
1. Tillson Shumate Hod
2. Frank Rowe Hod
3. Dan Daigh Hod
4. Will Pinedo Hod
5. C. Pumfrey Bul
6. Tom McClune Hod

ASCOT HALF-MILE
Gardena, Cal., Fri., Oct. 4, 1968

15-LAP EXPERT MAIN
1. Gene Romero Tri
2. Shorty Seabourne BSA
3. Mel Lacher H-D
4. DeWayne Keeter BSA
5. Ralph White BSA
6. Lloyd Houchins BSA
7. Chuck Jones BSA
8. Phil Todd BSA
9. Chuck Palmgren Tri
10. Gary Nixon Tri

10-LAP AMATEUR MAIN
1. Mark Brelsford H-D
2. Jim Rice BSA
3. Don Harms H-D
4. Steve Pederson Vel
5. Bill Cody H-D
6. Reg Chosney BSA
7. Ron Spillman Tri
8. Geezer Emick BSA

8-LAP NOVICE MAIN
1. Keith Mashburn Yam
2. Dave Aldana Suz
3. Dave Stroman H-D
4. Frank Gillespie Suz
5. Ken Wise H-D
6. Bill Fulton Bul
7. Nick Theroux Hon
8. Rudy Galindo Yam
9. Don Castro Yam
10. Randy Smith Suz

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Next Special Events
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Oct. 27 – AMA Dist. 37 Moto-Cross, sponsored by San Bernardino M.C.
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MAICO WINS
GREG SMITH and the 1969 MAICO 250cc X4A MOTO-CROSS
Saddleback Grand Prix Moto-Cross
Oct. 6, 1968
201-360 Amateur Class
1st BOB MAYNARD – MAICO 250
201-Open Novice Class
1st GREG SMITH – MAICO 250
Adelanto TT Scrambles – Oct. 6, 1968
500 Expert Class
1st JIM BASSEY – MAICO 360
Bushmasters European Scrambles 9-29-68
0-125 Class
1st JACK DANNENBERG – MAICO 125
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Husqvarna 360 Moto-Cross Test

Test and Photos by Bill Pettigrew

Not a toy, but a well built tool, that's the Husky 360cc Moto-Cross. Husqvarna is a rather larger and old company located in Sweden. Husqvarna is well noted in Europe for their fine sewing machines and well known throughout the world for their superbly finished sporting rifles. Many think that Husqvarna has just started in the motorcycle world but nothing could be so wrong, as this Swedish company has been in the competitive end of motorcycling since the early 1900's and have many top victories to their credit. The American scene has just in the last few years really been indoctrinated into the Husqvarna world with the appearance of World Moto-Cross Champion Torsten Hallman at some of our well-known events held each fall.

The Husky 360 lives up to the Swedish tradition of fine quality machinery and is now deeply imbedded into the soul of American racing. What has to be one of the most straightforward of motorcycles the 360 is strictly a racer and is (happily) lacking any of the usually found "compromises" that seem to plague other noted manufacturers in their efforts to produce an all-out racing machine.

Handling on the Husky is next to phenomenol; with the Norton-pattern front forks and the floating rear brake assembly it has to rank as one of the finest handling rough surface riding motorcycles in the world today. The floating rear brake allows the rear suspension to operate during hard braking and thus eliminates lack of good control over rough, cobby straightaways, and going into turns. Where the front end really "shines" is in the cornering department.

Continued on Page 23

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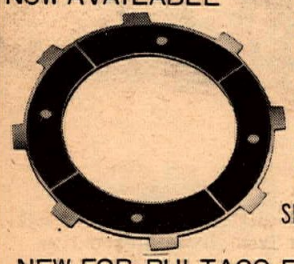

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DRAG RACING

By R. A. Ebeling

Harley-Davidson is full stride for the quarter mile. In recent weeks of drag racing activity, the Milwaukee brand has secured full squatters rights to the winners circle.

At Irwindale Raceway, Joe Smith rode his Laidlaw "knucklehead" dragster to top bike victory and defeated the well known Leo Payne in a special two-out-of-three match race. In last Saturday's match race H-D couldn't lose, since each rider was Harley mounted. The outcome seemed solely dependent upon a rider's reflexes and the proper traction. Both machines were equal contenders in the power department but Smith's special clutch compound by Barnett delivered slippage that prevented those excess revolutions of waste at the asphalt and Smith delivered a "coup de gras" in humiliating fashion to Payne.

Tucson

If ever a drag strip could be considered a rerun of "To Hell and Back", Tucson qualifies as number one!

An old desert wash crossed the proposed strip site and rather than provide a culvert under the asphalt, the strip was contoured to provide a passage for flash floods. A 40-inch Triumph, at 130-plus mph would actually become airborne at the finish lights! As a finale, the shut-off area resembled grandmother's washboard.

At this location, Dave Campos of Albuquerque, New Mexico showed an extra bounty of hair and secured top bike with a best elapsed time of 9.93 seconds at 148 mph.

Lions

Sonny Raslawskie, on a short term leave from Uncle Sam's military service added yet another chevron to the Harley rank and file of winners. Leo Payne accompanied Sonny to the Wilmington location and between the two of them, they squeezed a winning elapsed time of 10.88 seconds at 132.85 from fifty-five inches of stock H-D Sportster. Drag racing fans will not see Raslawski for another six months or until his present service obligation has expired, but from that time on it will be drag racing every weekend.

Stock

The one machine that really had a bag of surprises in store for contenders was the 500cc Suzuki of Jim Parks, sponsored by Montrose Leasing Trail and Sports Co. His stock class two-stroke delivered a fine performance of 12.53 seconds and 104.93 mph.

The only bike that could be considered reasonably close to Park's Suzuki was Witherell's "B" class winner, a 650cc BSA. Wetherell's best performance netted a best time and speed of 14.13-86.87.

Modified and Gas

Suzuki not only displayed its top form in the stock division but also secured the honors in modified. The familiar name "Sommers" appeared again on the winner's roster as he defeated all contenders with 500 in the short time of 12.59 seconds at 102.38 miles per hour.

Leading man in the gas dragster eliminations was Jerry Nance and his 650cc Triumph. Jerry stopped the clocks in 11.86 seconds with a speed of 112 mph. Jack Murphy's Suzuki was a close second with 12.67 seconds elapsed time.

Don't Forget!

Bonneville's rerun looks like the second cousin to a sure thing later this month, but to be certain contact Mr. Earl Flanders, 200 W. Walnut St., Pasadena, Cal. (213) 793-1925.

Lions Drag Strip will post $1000 bike drag meet on Saturday, November 23.

(Results on page 16)

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Dusty Lightning Strikes the Dutchman

By Maureen Lee
Photos by John Shedd

GARDENA, Cal., Oct. 5 — They say lightning doesn't strike the same place twice but we wonder. The same thing has happened to Skip Van Leeuwen two months straight. While leading the Expert Main the stator gave out on his Triumph reducing him to about half power; but as always Skip never gave up. He kept going right to the end and those who passed him had to pick the right time because he was still as fast in the tighter turns as they were.

For the second month in a row, Dusty Coppage (32) has won the Ascot TT, Skip Van Leeuwen (59) has suffered mechanical problems. Clyde Litch wound up second ahead of Eddie Wirth and Ralph White.

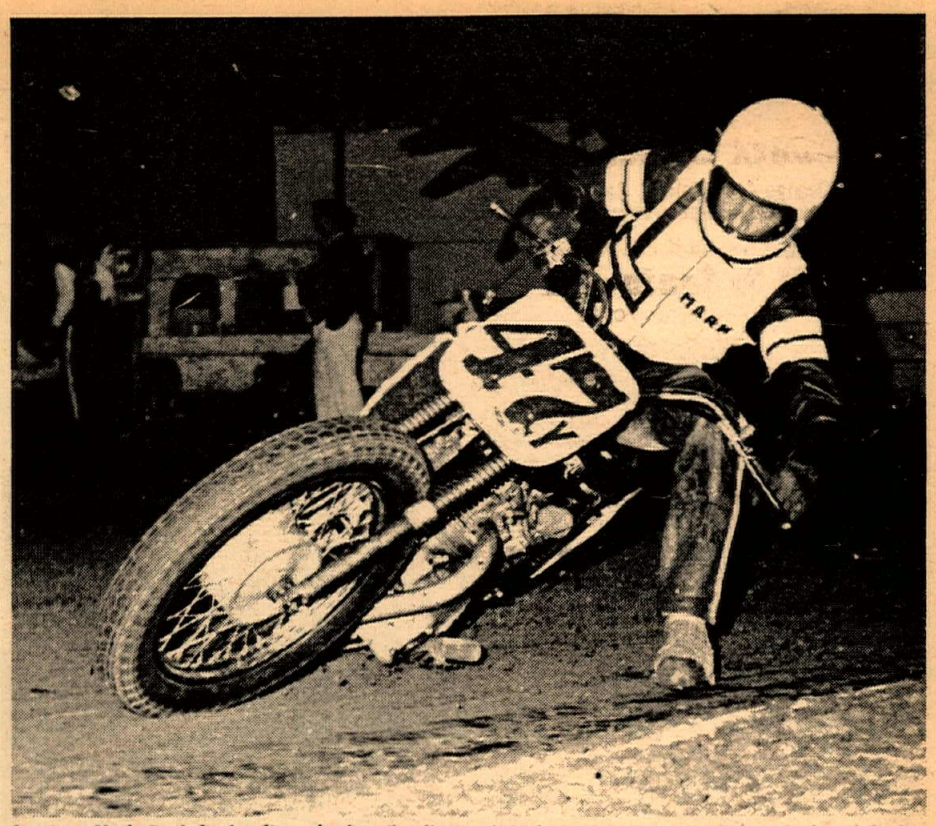
The Main started with Van Leeuwen grabbing off the lead, Dusty Coppage second, Jim Berry and Larry Wilburn, all Triumph mounted, following. As the laps progressed it was Coppage taking over the lead with Clyde Litch moving up into second place spot and Eddie Wirth (BSA) third being hotly chased by a determined but unsuccessful Ralph White (Triumph) and that was the way it ended, with Van Leeuwen aboard his stuttering machine ending 8th.

It was BSA's day in the Novice class. David Aldana won his heat, then went on to cop the Trophy Dash and the Main in spite of a fall in the first turn which necessitated a re-start. High point Novice Keith Mashburn (Yamaha) had his share of bad luck for the night when he fell off in the Trophy Dash and was left facing nearly backwards when the flag dropped in the Main. He still worked his way up to a third behind Dave Hansen's flying Kawasaki despite his dead last start and an encounter with another rider coming onto the straight which put the other man on the ground.

Mark Brelsford was the Amateur winner on a Triumph, taking over first place spot on the first lap on the half-mile turn leading to the straight. Brelsford missed a heat race record by a whisker by turning a 3:12.80 compared to a 3:12.79 set by Jim Rice in a four-lap heat last August.

The sidehacks rounded out the complete racing program for the night with the first five rigs being Harley-Davidsons. High point men Crash Roesch and Mike Goodnight were the winners, though Dean Hummer and Rulon Gulbransen had everything hanging out trying to catch them and it was a close one. Gulbransen has a different cornering style than Goodnight and leans farther over the bike in the appropriate turns which appears to give his hack more traction. The crowd was really pleased with the performances of the hacks in addition to the regular Ascot TT racing program.

(Results on page 16)



Amateur Mark Brelsford, after winning the flattrack Main and Expert Trophy Dash the night before, proved his versatility by taking the yellow-plate TT Main Event in near-record time.

H-D Sidehack crew of driver Crash Roesch and passenger Mike Goodnight held off bids of Dean Hummer and Rulon Gulbransen in three-wheeled portion of program.

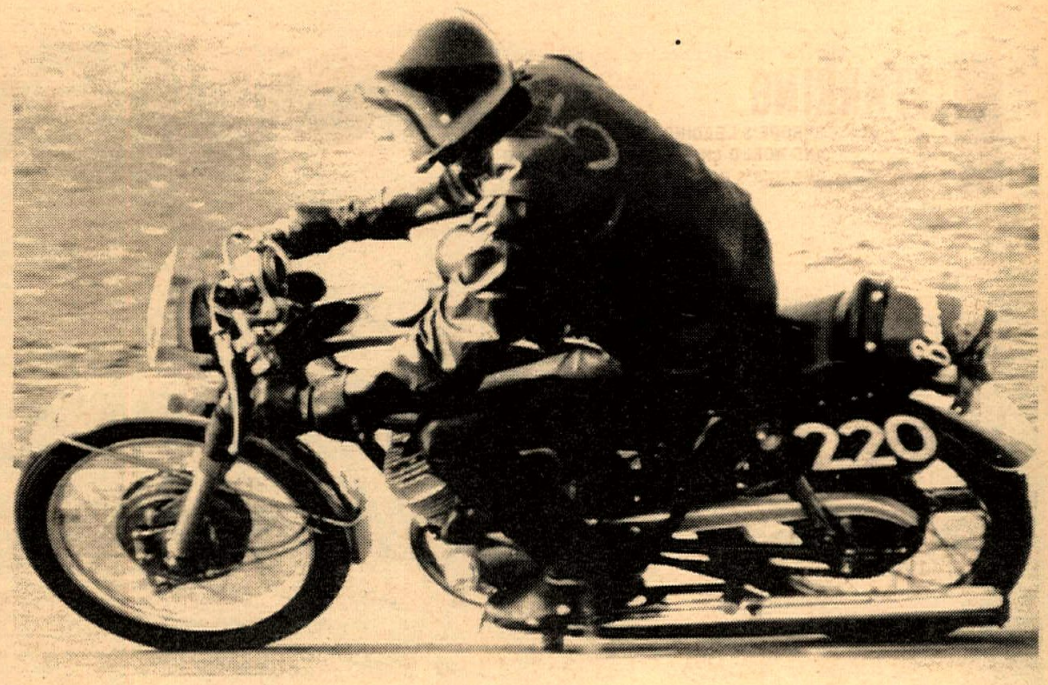
BRIDGESTONE WINS

Marysville TT Scrambles - 9/29/68

100 Nov. Class
1st JOHN HARGIS – BRIDGESTONE

AFM ROAD RACE - 10/6/68

Orange County International Raceway
200cc Production Class
1st CHRIS MOORE – BRIDGESTONE
2nd ROGER WOOD – BRIDGESTONE
4th MOE CONSERRIERE – BRIDGESTONE



FOUR ACES TT SCRAMBLES 9/29/68

100 Nov. Main
1st KIRK REDDING – BRIDGESTONE
3rd LARRY LUND – BRIDGESTONE

200 Amateur Class
1st LINUS BEALL – BRIDGESTONE

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TT With HOT Sauce

By Bill Harmer

TIJUANA, Mexico, Sept. 29, 1968 – Husqvarna mounted moto-cross ace Bill Silverthorn dominated the Expert 250cc class to win handily at the latest Tijuana Motorcycle Association's TT races held at the Autodromo de Tijuana. Riding for the first time as an Expert, Kawasaki pilot Wayne Clarke surprised the field with his skillful racing to capture second place in front of veteran Yamaha jockey Joe Phillipson.

The much hoped for contest between District 37's John Sprague and the District 38 "Border Bandits" failed to materialize. Perhaps it was just as well because the only San Diego Open Expert "Hot shoe" to make the scene was Wayne Hosaka on Mike Garrett's Gold Star. A vital wire broke and robbed him of victory.

The Open class was sparsely attended and Novices ran with the Experts. By running second in the first two motos and winning the third, Novice Bultaco pilot Tim Leque captured top point honors. Rich Ribley, who won the first moto on Mike Garrett's Norton, received second place honors.

Sal Peluso who promises to take over the lead in the 100cc Novice standings now that Earl Roloff and Wayne Clarke have been advanced to Expert status, rode his yellow and black Yamaha to an impressive second position behind Roloff.

Ray Vanderpool after re-injuring his knee in a hay bale smashing crash during practice had difficulty sitting his Yamaha and felt fortunate to get a third in the hotly-contested Expert event.

Carlos Iribe of Tijuana, Mexico on a Triumph (48) in a hub battle with Wayne Clarke of El Cajon, California riding a Kawasaki whose number plate had fallen off. Clarke was the eventual winner of the 500cc races at the Tijuana TT.

In Mexico, it is O.K. for a rider to enter more than one class with the same bike, which caused a slightly amusing occurence. A man was complaining to the judges that he didn't think it fair that his son, who had a 125cc machine, was forced to race with the much bigger 200cc bikes. Imagine the look on his face when he was told that the first three finishers were riding motorcycles of less than 100cc! Nothing more was said about the poor little 125cc bike.

U.S. Versus Mexico

Fans were treated to three spectacular motos in the 500cc Novice-Expert program. 16-year-old Wayne Clarke, riding his first day as an Expert, put on an exciting battle against the Tijuana M.C. president, Carlos Iribe who has been loaned a Triumph "Breed" 500cc mount by Bob Hill's Imperial Honda Sales of Imperial, Calif. Clarke had some difficulty getting by Iribe in the final lap and the Mexican fans came to their feet screaming encouragement to their local favorite.

Point standings for the year were incomplete but it was announced that little Earl Roloff was leading toward winning the three day all expenses paid holiday at the Baja resort town of La Paz. Come on everybody, for a day of fun in the Mexican Sun, you can't beat the Tijuana TT Races.

(Results on page 16)

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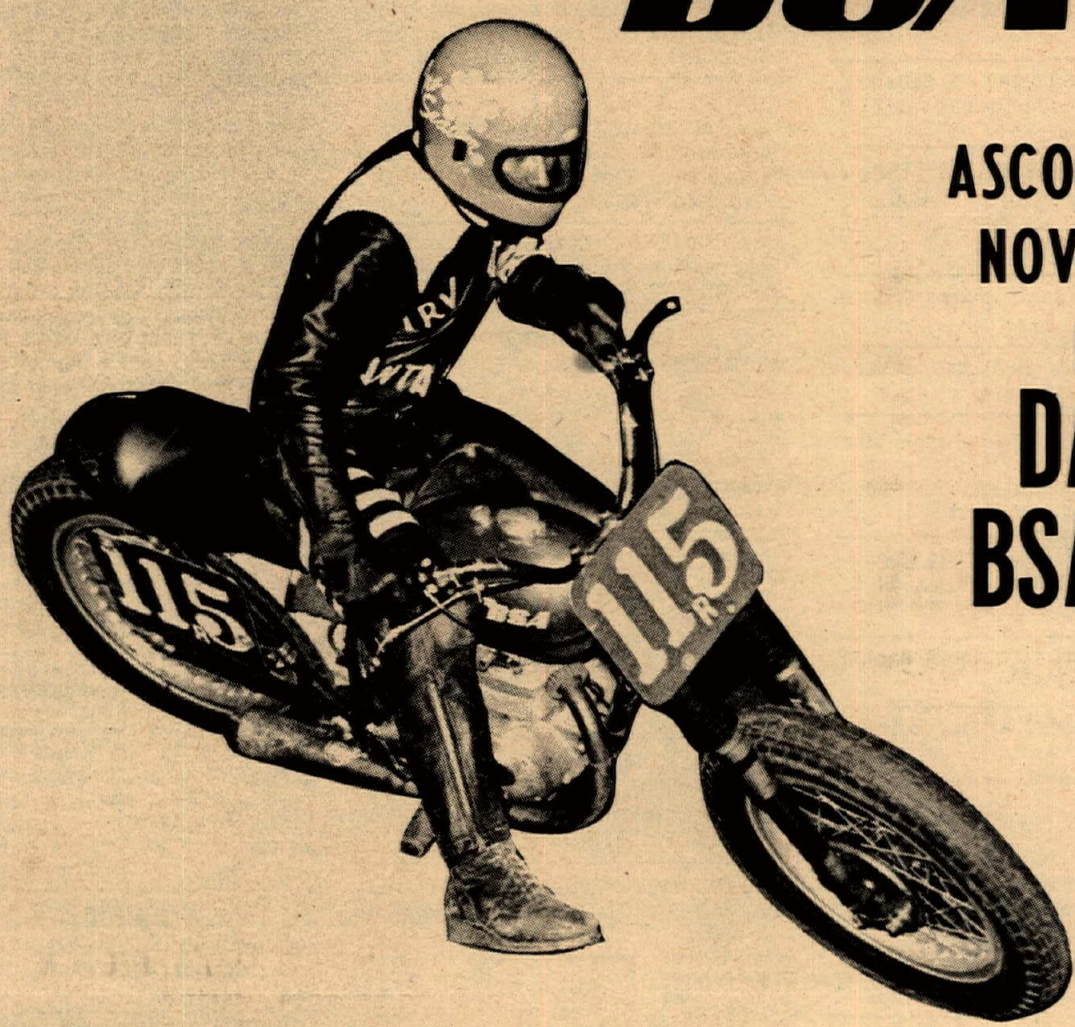

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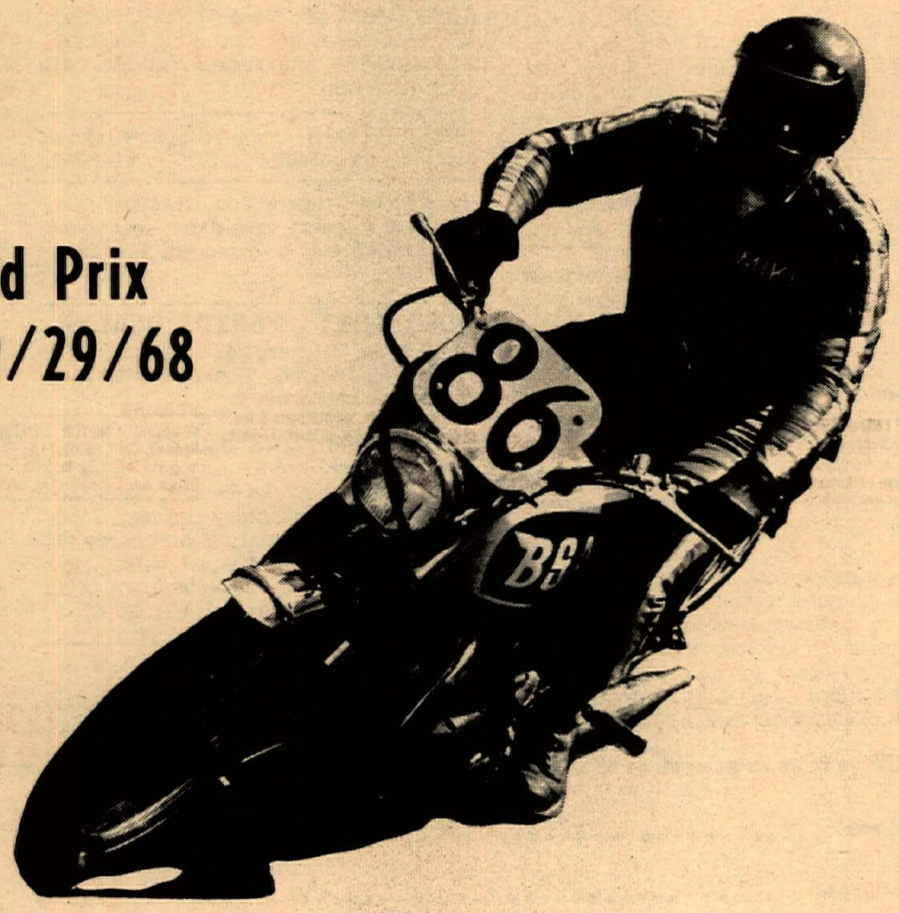

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Nutter Cops Trojan U.S. Speedway Championship

By Mike Capalite
Photo by Dennis Greene

SOUTH GATE, Cal., Oct. 6 – Sonny Nutter picked the right night to get hot on his JAP as he took home top Main Event laurels in the first U.S. Class A Speedway Championship Sunday night at Trojan Raceway, also cinching the point lead. Before the race Nutter was tied with Rick Woods (Eso) for the season lead with Steve Scott (JAP) only three points behind. In the Trophy Dash, Sonny was two points ahead with Rick and Steve tied. Scott put on a terrific show of speed and hard-charging riding ability to take the Dash win, but Nutter, determined to stay in the point lead, remained one point ahead of Scott with his runnerup finish. DeWayne Keeter (Eso) wound up third, leaving Woods in fourth and out of the running for the high point award.

The "C" Main had the crowd on its feet as Jim Doron (JAP) moved up through the pack and finally passed Bill Todd (JAP) to take the win in a cliffhanger that brought a huge ovation from the fans. In third place was Lee Stumpenhaus (Eso) with Gordon Williams (JAP), who had moved into the event from first alternate position, fourth.

The "B" Main found a fast-improving Larry Heinselman (JAP) taking the lead over John Carter on the JAP recently imported by Dan Cotterman of Cotterman Triumph-Yamaha. Try as he would, John couldn't find the way around Larry and settled for second while Eddie Mulder (JAP) was fourth for a couple of laps, but he then got by Norm Elledge (JAP) for third, but that was the best he could do.

As the "A" Main rolled to the line, there was a chance for a tie for high-point rider if Scott and Nutter should finish in the same position as they did the Trophy Dash, and each of them was informed that if this should happen, there would be a match race to determine top man.

Nutter's chances didn't look too good as Scott had already proved himself able to beat every rider of the evening, taking first place in all five of his heat races and then topping the Dash to put himself in the odds-on favorite position. Those who felt it was going to be a walk-away for Steve hadn't reckoned on the determination of Nutter, who jumped into the lead at the flag and although Scott pushed him all the way, stayed in front all the

Sonny Nutter, high point rider and winner of the Trojan Raceway U.S. Class A Speedway Championship, receives his gold from AMA National Number One, Gary Nixon.

way to cinch both the Championship and the point lead. The high-point and Championship Trophy were presented to Sonny by the current holder of the AMA Number 1 plate, Gary Nixon, who will be defending his title Saturday night at Ascot Park, where this point battle could also end up in a tie. This winds up the Sunday night Class A season at Trojan, and except for a few Sunday afternoon races in the winter months which will be held to keep both riders and equipment in shape, we'll see you next year when the season opens again.

(Results on page 16)

Continued From Page 18

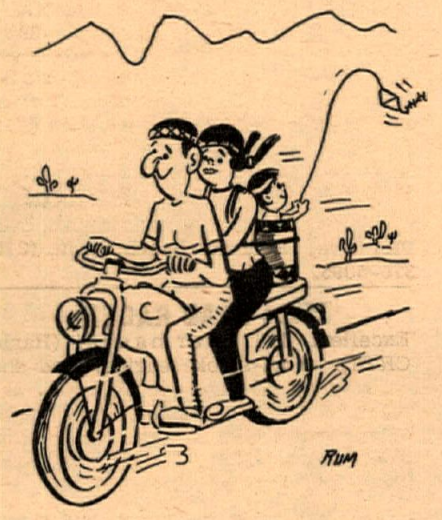
Instead of going into a corner in a big time-losing (but fun) slide, you can motor through in "road racing" fashion and pick up all sorts of time on your competitors. Next time Torsten is over be sure to watch this trick in action.

Power on the 360 is rated at 37 bhp (brake horsepower) and it moves the 215-pound motorcycle along at a very rapid rate. With its 6:1 power-to-weight ratio the bike literally flies. Finning on the Husky is very generous and is par for the factory. Riding on the pipe is not half as bad as might be expected as the Husky's power is very tractable and not at all unexpected.

Better inspection of the engine revealed the excellent alignment of the transfer and exhaust ports. Also noticeable was the careful matching of the bottom and sides of the intake ports. Gas cooling of the piston crown is taken care of by a small transfer port located between the two intake ports which also controls the charge flow.

Finish on the 360 was clean and actually quite nice for a competition bike. The frame looks near-indestructible but not heavy. Its $1200.00 price tag is quite expensive for a play bike but right in there with the rest in its field.

Special thanks go to Tracy's Motorcycles, on Victory Blvd. in Burbank, for the use of desert Amateur Lynn Fortner's motorcycle for this test. Tracy is deeply involved in the motorcycle sport and is the sponsor for desert aces J.N. Roberts and Lynn Fortner. So if you are thinking of starting a racing career or are now involved but want to get on something more competitive, give Tracy a call at (213) TH 3-0926.



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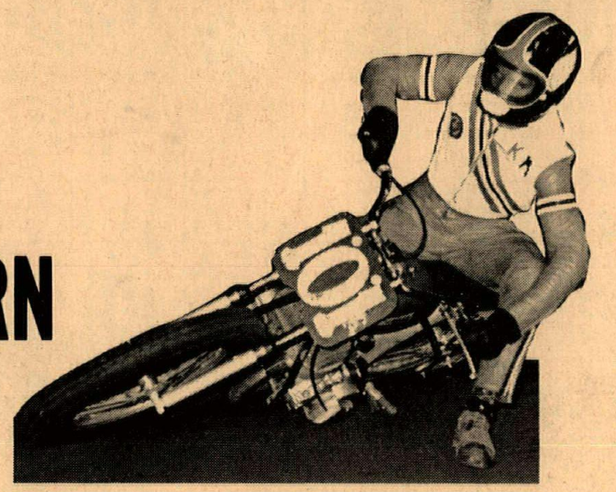

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FOUR ACES – 9/29/68
250 NOVICE CLASS
1st DENNIS KANEGAE – YAMAHA
2nd WALT BIRD – YAMAHA
100 AMATEUR CLASS
1st JIM ARLEGE – YAMAHA
50 EXPERT CLASS
1st STEVE NICHOLS – YAMAHA

DESERT
BUSHMASTERS EUROPEAN SCRAMBLES–9/29/68
250 – OPEN CLASS
1st JACK JOHNSON – YAMAHA

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Husqvarna 360 mounted J.N. Roberts is shown here displaying his style of moto-cross riding at a past Carlsbad, California ever
Photo by Bill Pettig